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OF
METROPOLITAN PARK COMMISSION

1904

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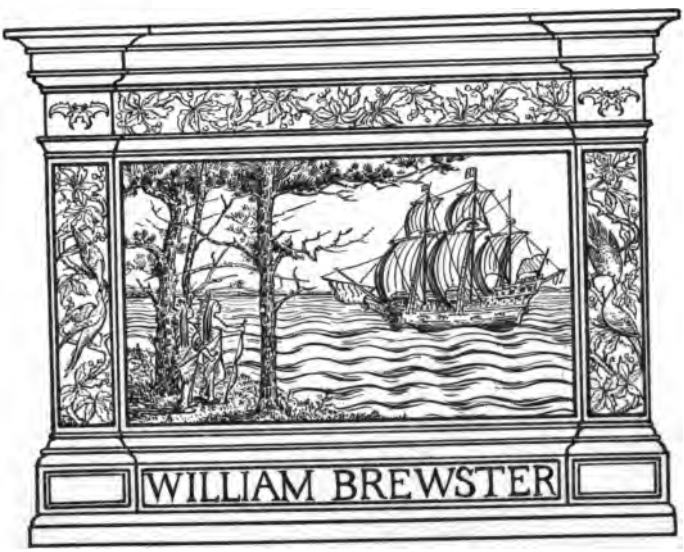

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REPORT

OF THE

BOARD OF METROPOLITAN PARK COMMISSIONERS.

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JANUARY, 1904.

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OFFICERS.

Commissioners.

WILLIAM B. DE LAS CASAS, *Chairman.*

EDWIN B. HASKELL. EDWIN U. CURTIS.

DAVID N. SKILLINGS. ELLERTON P. WHITNEY.

Landscape Architects.

Advisory.

OLMSTED BROTHERS.

Engineer.

WILLIAM T. PIERCE.

Law and Claims.

GEORGE LYMAN ROGERS.

Secretary.

JOHN WOODBURY.

OFFICES, 14 Beacon Street, Boston, Mass.

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Commonwealth of Massachusetts.

REPORT.

The Metropolitan Park Commission presents herewith its eleventh annual report.

It is particularly gratifying to be able to begin this report with the statement that at the close of the year 1903 the work of the Commission is well advanced and that its finances are in sound condition.

The first acquirement of land for metropolitan parks, or reservations, as they are more frequently called, was made in November, 1893, under chapter 407 of the Acts of that year. In the following year the Commission was given more explicit authority, by chapter 288 of the Acts of that year, to make acquirements for the specific purpose of connecting the reservations by parkways and boulevards. These two acts indicated the approval by the Commonwealth of the general features of the plan for a Metropolitan Parks System suggested by the preliminary Commission to the Legislature of 1893. They have been supplemented from year to year by acts in amendment and by further appropriations, and by a specific Act, chapter 464 of the Acts of the year 1899, directing and providing for the acquirement of Nantasket Beach. The acquirements have been made in gradual accomplishment of the plan approved ten years since, as follows: —

Under Park Acts.

Woods reservations: —	Acres.	Total.
Blue Hills,	4,855.51	
Middlesex Fells (in addition to 1,145.03 held by water boards),	1,883.16	
Stony Brook,	463.72	
Beaver Brook,	58.35	
Hart's Hill,	23.09	
Hemlock Gorge,	23.09	
		7,306.92

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River banks: —	Acres.	Total.
Charles,	562.97	
Mystic,	289.57	
Neponset,	924.22	
		1,776.76

Seashore: —	Acres.	
King's Beach and Lynn,	10.81	
Revere,	67.44	
Winthrop,	16.73	
Quincy,	37.97	
		132.95
		9,216.63

UNDER BOULEVARDS ACTS.

Parkways: —	Miles.	
Blue Hills,	2.280	
Middlesex Fells,	4.605	
Revere Beach,	5.240	
Mystic Valley,	2.900	
West Roxbury,	1.510	
Neponset River,	1.120	
Fresh Pond,	.520	
Furnace Brook,	3.326	
Nahant Beach,	2.230	
Lynnway,	.690	
		24.421

UNDER NANTASKET BEACH ACT.

Nantasket Beach Reservation, ... 25.05 acres.

The appropriations made under the above acts have been provided under three loans: the Metropolitan Parks Loan, the Metropolitan Parks Loan, Series II., and the Nantasket Beach Loan. These loans are being repaid by the Metropolitan Parks District, composed of Boston and thirty-eight cities and towns. They may be summarized as follows: —

METROPOLITAN PARKS LOAN.

Total of loans to Dec. 1, 1903,	$7,280,000 00
Receipts from various sources,	198,334 01
Total of loans and receipts,	$7,478,334 01

METROPOLITAN PARKS LOAN, SERIES II. (BOULEVARDS).

Total of loans to Dec. 1, 1903,	$3,885,000 00
Receipts from various sources,	29,907 41
Total of loans and receipts,	$3,914,907 41

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NANTASKET BEACH LOAN.

Total of loans to Dec. 1, 1903,	$700,000 00
Receipts from various sources,	5,881 50
Total of loans and receipts,	$705,881 50

Of the above amounts there had been expended on Dec. 1, 1903, as follows: for construction and improvements, $4,057,908.85; for land, including claims adjusted but not yet paid and an estimated amount for claims unsettled, $7,138,932. It will be readily understood that the acquirement of the large areas of land indicated by the above table involved the settlement of a great number of claims, and that many of these claims were necessarily settled by litigation, and were therefore for a long time of indeterminate amount. Each year the financial condition of the work was somewhat uncertain, and occasionally it was necessary to ask for appropriations to avoid the possibility of a deficiency. At the time of the last report the claims for land had been so far settled, however, that it became possible to present a more exact estimate of the outstanding liabilities and of the probable cost of completing the most necessary portions of the System than in any previous year since the work was begun. The Legislature of 1903, after careful consideration of the estimates then made, provided for the outstanding liabilities of land claims, and also, in effect, directed a completion of the Metropolitan Parks system by making two large additional appropriations of $1,500,000 each as additions to the Metropolitan Parks Loan and the Metropolitan Parks Loan, Series II., subject to the provision as to each that $300,000 only should become available in each of the ensuing five years. During the past year eighty-one claims, aggregating $346,310.26, have been settled, and there remained unsettled on Dec. 1, 1903, only seventy-one claims, which were estimated to aggregate not exceeding $166,000. A comparison with the detailed financial statement contained in the Secretary's report indicates the present sound condition of the finances of this Board. This excellent condition will be maintained, it is hoped, by the decision of the Board after the appropriations of 1903 were made, — to charge all possible liabili-

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ties against the funds then available, and thereafter to limit as far as possible further acquirements of land to acquirements for those portions of the system of which the cost has been accurately determined in advance by agreed prices. In pursuance of this policy, the only expensive acquirement of the year — Red Rock headland, at Lynn Shore — has been made almost entirely by purchase. This acquirement will permit the Board to begin construction of the Lynn Shore Drive from Swampscott along King's Beach to Prescott Place, in Lynn. Construction work has been carried on as follows: Mattapan Bridge, Blue Hills Parkway, has been completed; Wellington Bridge, Fellsway, has been practically finished, and will be opened as soon as machinery for operating the draw by electricity is installed; the bridge in Revere Beach Parkway over the railroad at Revere has been completed; abutments for the bridge over Saugus River and subgrade for its approach from Revere Beach have been completed. Contracts have been let and work is under way for subgrading and for bridge abutments for the uncompleted portion of Revere Beach Parkway between Main Street, Everett, and Fellsway, and for an approach to Quincy Shore through land given by the Hannah Pope estate. The Board regrets that it has been unable to begin the new dam, bridge and river-ways at Boylston Street near Hemlock Gorge Reservation, contemplated by chapter 391 of the Acts of 1903. This work has been postponed by legal complications arising out of claims of the Newton Rubber Works, which are now in litigation, but will probably be settled during the coming year.

Aside from the work thus actually entered upon, careful study has been made for further work under the appropriations of 1903. These appropriations were made in pursuance of a report of a committee of the Legislature to whom had been referred a large number of bills relative to the Metropolitan Parks System. The appropriation bills themselves contained no reference to any specific projects; but this Commission deemed it proper, before determining upon any expenditure of the new appropriations, to give careful consideration to the suggestions of all the bills which were

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mentioned by the legislative committee in their report as having been heard by them. As a result, it was concluded that the completion of Revere Beach Parkway and Saugus Bridge should be entered upon because of their immediate usefulness, and because the Commission had stated in its previous report that in the event of new appropriations these particular pieces of work would receive first attention. It was then decided that the Quincy Shore approach was of next importance as a beginning of construction at that point, and as an equitable return to the donors of the land. The acquirement of Red Rock above referred to was decided upon because the opportunity for acquirement by purchase at fair prices was one of special advantage to the Commonwealth, which might be lost by delay. It was decided that the amount of the appropriations was insufficient to warrant entering upon the project for connecting the parks north of Boston with those south of Boston by a parkway from Mystic River to Charles River through Somerville and Cambridge, although the Commission had recommended such a parkway in a special report made under chapter 273 of the Acts of 1899. This decision was in accordance with the statements made to the legislative committee and to the Senate in a special interview. Finally, hearings were given on the more important of the other matters referred to the legislative committee which had been previously indicated in the reports of this Commission as portions of the plan for the Park System.

By these means the Commission arrived at a very well-considered plan of procedure, which will make it possible to continue the completion of the Park System by steady progression from year to year, in such order that the study and preparation of detailed plans for the more difficult or remotely necessary parts of the work will not delay the more immediately useful or easily accomplished portions. Of the work thus planned, the improvement of Mystic River is considered among the most important. The river is now very foul in its upper reaches, especially in the branch known as Alewife Brook, and runs through the midst of a large population in Arlington, Somerville and Medford. The river

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banks on both sides for almost the entire distance to a point a little below Cradock's Bridge, in Medford, are controlled by this Board, and the city of Medford has acquired by the expenditure of over $70,000 a large part of the river bank from that point to Fellsway. This control has been acquired upon lines which will permit the construction of a driveway in continuation of Mystic Valley Parkway along the river bank, connecting with the proposed Fresh Pond Parkway, the Somerville Powder House Boulevard, and finally with Fellsway and Revere Beach Parkway to the point where they unite near Wellington Bridge. The construction of this driveway and the improvement of the river would have been begun in 1903, but for obstacles presented by action proposed by the cities of Cambridge and Somerville and the towns of Belmont and Arlington for the improvement of Alewife Brook and meadows, under authority of chapter 327 of the Acts of 1903. Conferences with representatives of these cities and towns led to a postponement of their work as well as that of this Board, pending an investigation of the relations of the work proposed by the different parties. The result has been a very careful investigation by engineers and bacteriologists of the entire region about Mystic River and Alewife Brook, Mystic Lakes, Spy Pond, Little Pond and Fresh Pond, under direction of Mr. John R. Freeman of Providence, who lately conducted the investigation upon which plans for the proposed dam across Charles River have been based. His report is about completed, and when received will probably indicate so plainly a necessity for co-operation and action arising out of bad sanitary and malarial conditions in this entire region that the Legislature will probably be asked for necessary legislation at this session.

The extraordinary importance of the appropriations of 1903 and their bearing upon the continuance of acquirements and construction have naturally occupied a large portion of this report. The management of the reservations and parkways previously acquired have, however, received the usual careful attention, and have presented some unusually important problems which also deserve special mention at this time.

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Revere Beach is so accessible to the most densely populated portions of the Metropolitan Parks District that it becomes at times the resort of a larger and more heterogeneous crowd than is to be found at any other resort or upon any public street within the District. While this crowd is generally orderly and easily directed and cared for, yet people and amusements of a doubtful character occasionally follow in its train. During the past year more serious police problems have arisen upon this reservation than in any previous year, but they have been managed with satisfactory results. The summer was a cool one, and receipts from the bath-house showed a balance over expenses too small to provide adequately for repairs and renewals and other expenses beyond the ordinary cost of maintenance. Since the boating section of Charles River was placed in the care of this Board there has been a great increase in the number of persons using boats and canoes upon its waters. Boat-houses with canoes and locker privileges and evening band concerts have drawn to the river not only the young and innocent, who rarely abused the freedom of opportunity, but also many more who seem to seek the river and its banks for the mere purpose of abusing opportunity. Abuse became so apparent early in the summer of 1903 that it was necessary, even at the risk of occasional discomfort to the innocent, to take drastic measures to rid the river of those whose practices were bringing it into disrepute. The winter use of the river for skating and other sports has largely increased, and the Board has deemed it necessary to mark off and indicate portions of the ice which were considered safe for these sports, and for their protection to take measures to prevent unwarranted ice cutting and interference with public rights. On the lower river there has been a gratifying increase in the use of the Speedway Section during the summer. A club-house and stable has been built by some prominent lovers of horses, with an especial view to winter use. An unprecedented season of sleighing is hoped for, which, if realized, will require for the first time as great an expense in winter as in summer. It is expected that the driveway adjoining the Speedway and also the river road into Watertown will require

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lighting during the coming year. The opening of a street railway to the base of the Great Blue Hill brought a sudden increase of visitors to that part of the reservation in the autumn of 1903. Eight thousand people ascended the Great Blue Hill on a single Sunday, and it became at once necessary to construct a new path up the hill to the path and place of outlook at the top. This latter provision is being made in a form which will assist in carrying out the purpose of the friends of Charles Eliot to place a memorial to him at the top of the hill.

All the parkways have had an increased use, and speeding sections have been maintained on Blue Hills Parkway and upon Fellsway West and upon Revere Beach Parkway, and appear to be much appreciated by lovers of horses. In these and other ways an increased use of, and satisfaction with, the reservations and parkways of the Metropolitan Parks System is manifesting itself.

Aside from these problems of increased use, a most serious problem of care during the past year has been that presented of holding in check the gypsy moth in the Middlesex Fells Reservation and in Fellsway and Mystic Valley Parkway. Attention was called in the last report of this Board to the conditions existing within these reservations, and to the danger of worse conditions because of the limited measures adopted in the surrounding cities and towns for repressing the gypsy moth. Authority was asked for work of repression where necessary in the territory outside of the reservations and parkways, and for legislation to require the general destruction of the moth throughout the District. The appropriation asked for by this Board was granted, but no further legislation was enacted for work outside the reservations. The result clearly foreseen followed; the gypsy moth increased and did serious damage in the neighborhood of the colonies known and shown by photograph to be without but near the reservation. The special appropriation for this work was soon exhausted, as also other funds made available by the suspension of work in the reservations and parkways, in order that all possible available funds might be used for continuing the work in the reservations affected.

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All of these special problems of increased use will require the Commission to ask this year for a somewhat larger increase in the maintenance appropriations than it has asked for in any of the several preceding years. It must be borne in mind, however, that this increase is asked for either to provide for special problems or for lines of necessary work, for which the experience of several years has shown that even with great care in expenditure the appropriations have been slightly insufficient. It is also to be borne in mind that any balance remaining of any special appropriations for maintenance in previous years does not become available in succeeding years.

The Commission makes no request for further appropriations, except to renew its suggestion of last year, — that money be provided to enable it to carry out improvements at Nantasket Beach which are peculiarly opportune and desirable at this time. The large use of this reservation makes it impossible to dispense with the roadway and old buildings or to make any material improvement in them, although both are deteriorating rapidly, and are decidedly inferior to the standard of public accommodation in the other reservations. The reservation is maintained by appropriations made under the specific Act which directed its acquirement. It has become a State reservation, and the Commonwealth is judged in its work more by this reservation than perhaps by any other, because a large percentage of the visitors to it come from without the Parks District and even without the Commonwealth, drawn to it by the attractiveness of the harbor ride as well as of the beach itself.

It also seems necessary to call attention to a provision in the legislation authorizing the building of the dam to replace Craigie Bridge across Charles River, which requires that upon completion of the dam the lower river, except the bridges and other structures erected by cities or towns upon their own lands, shall form a part of the Metropolitan Parks System, and be cared for and controlled by this Board. The completion of this dam and of the park roads along the river bank will undoubtedly result in a great increase in the use of the bridges as well as of the river and driveways.

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Many of these bridges are inadequate for present uses, and some of them are in such condition that their renewal has already been recommended for several years by the cities of Cambridge and Boston. In view of these conditions, the Commission ventures to suggest that some provision be made for determining, in consultation with the United States Government and the cities and towns interested, the height and character of these bridges, and, if possible, for preparing plans, so that whenever new bridges are built they may conform in appearance and accommodation to the respective appearance and requirements of the river and its banks as a part of the Metropolitan Parks System. Possibly it may be acceptable to the cities and towns concerned, unless they have some other plan determined upon, to refer the matter to some special board, such, for example, as a joint board, consisting of the Commission which is now building the Charles River Bridge and the Commission which is to build the new dam in place of Craigie Bridge; or, in case it should be thought proper that the Commonwealth or the Parks District contribute to the expense of new bridges, that the matter be referred to some board which should include representatives of this Commission.

The usual detail reports and statements accompany this report.

All of which is respectfully submitted.

WILLIAM B. DE LAS CASAS.
EDWIN B. HASKELL.
EDWIN U. CURTIS.
DAVID N. SKILLINGS.
ELLERTON P. WHITNEY.

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BLUE HILLS PARKWAY.—Mattapan Bridge, West from River Bank.

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REPORT OF THE SECRETARY.

Hon. WILLIAM B. DE LAS CASAS,
Chairman, Metropolitan Park Commission.

SIR: — I herewith present my report for the year ending Dec. 1, 1903. It is subdivided as follows: 1. Acquirement of lands. 2. Administration. 3. Miscellaneous. 4. Finances.

1. ACQUIREMENT OF LANDS.

No further takings have been made for the creation of new reservations or parkways. The following changes, however, are to be noted where the areas of existing reservations and parkways have been modified by takings, purchases, abandonments and sales. In the Blue Hills Reservation, a slight change in the boundary line near Canton Avenue has been made along the estate of the late Roger Wolcott. In the Middlesex Fells, 9,165 square feet of land have been acquired at the Bear Hill entrance in Stoneham, to improve the lines of the proposed boundary road at this point. In the Hemlock Gorge Reservation, a small strip of land was released to the town of Wellesley for the widening of Worcester Street. In the Charles River Reservation, strips of land were conveyed to the town of Wellesley for widening Worcester and Walnut streets, and to the town of Weston for widening River Street. An exchange of land was made with the Waltham Canoe Club, by which the Commission obtained land needed for access to the Reservation from Woerd Avenue. The Commission has purchased from the Waltham Bleachery a strip of land opposite the Bleachery in Waltham which was not included in the original taking, but is required by the plans for the development of the river bank. The area of the Reservation has also been increased by the transfer from the city of Newton to this Commission for care and control of

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Auburndale and Lower Falls Parks which abut upon the river in the Riverside Section. In the Mystic River Reservation, a slight abandonment was made in the rear of the armory at Medford to permit proposed development of the grounds. In the Neponset River Reservation, the lines were changed by abandonments and conveyances around the trotting park of the New England Trotting Horse Breeders Association at Readville to facilitate settlement, and a slight change was also made in the lines of land released by the Walter Baker Company at Milton Lower Falls without expense. As an addition to the Lynn Shore Reservation, the Commission have obtained by purchase the Red Rock property and two estates lying between Red Rock and the former takings. This headland, extending into Nahant Bay and separating Kings Beach from the beaches leading to Nahant, ends in a ledge and cluster of rocks of red porphyritic character. Red Rock is one of the best-known features of the scenery of the north shore of Massachusetts Bay. Heretofore, the great and increasing numbers of people who visited this spot for the view of the ocean, especially when a high surf was running, have done so as technical trespassers, and its acquirement as a part of the Park System is sure to meet with general approval. At Nantasket Beach, a strip of land has been given by the Old Colony Railroad for widening Nantasket Avenue, and the Commission has in addition purchased a lot of the railroad which will make possible a proper development of the square at the entrance to the steamboat wharf and railroad station.

In the Revere Beach Parkway, two sales have been made of small parcels in Everett between the taking and construction lines to the owners of adjoining estates. On Winthrop Avenue in Revere, land has been conveyed to the Boston & Maine Railroad and the town in connection with the carrying of Winthrop Avenue over the tracks of the railroad. In Mystic Valley Parkway, at Weir Bridge in Arlington, an unsightly house and stable and the land on which they stood have been purchased on favorable terms, and after improvement are occupied by a caretaker employed by the Commission. A high bank in Winchester lying between the taking

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and construction lines of the Parkway has been sold to the town of Winchester under restrictions, and will be graded and developed in connection with the adjoining lot of the town upon which a new high school has been built.

These changes of area have been noted in the inserted table, which gives the areas of reservations and lengths of parkways at the present time.

2. Administration.

The general offices of the Commission and Engineering Department continue to be located at 14 Beacon Street, Boston. There has been no change in the force employed in the general office, which, in addition to the Secretary, consists of three clerks, one stenographer, purchasing clerk, telephone clerk and messenger. Two stenographers are also employed in the Law and Claims Department. The Engineering Department has been slightly increased on account of the additional work of construction which has been begun in consequence of the appropriation made by the Legislature of last year. The care of the thirteen reservations and the ten parkways is divided as heretofore among seven superintendents, each of which is held responsible for the regular work and policing of his division, and reports directly to the Secretary of the Commission. The number of laborers employed has not been materially increased in any of the divisions except in the Middlesex Fells, where as large a force has been maintained in the suppression of the pest of gypsy moths as the appropriations for maintenance would permit. Neither has the number of police been materially increased for several years. The present force consists of 5 sergeants, 46 regular and 25 reserve officers. The experience of the past summer, together with the certainty of a considerable increase next summer in the use of the reservations, especially on the Charles River and at the Blue Hills, makes it evident that a considerable addition must be made to the force in the spring, to provide for the safety and comfort of the increased numbers of people brought to the reservations and parkways chiefly by improved parkway and electric car accommodations.

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Landscape Architects.

Messrs. Olmsted Brothers of Brookline continue to be the landscape advisors of the Commission. Their report is annexed, showing in what matters they have advised the Board, and submitting such suggestions as have been brought to their attention in the course of their work.

Engineering Department.

The report of the Engineer, which is printed herewith, gives in detail the work of his department. Mattapan Bridge, which crosses the Neponset River at Mattapan Square, is completed. This bridge is at the end of Blue Hill Avenue in Boston, and forms the entrance to the Blue Hills Parkway in Milton. It is a notable bridge both in design and materials, and a fitting gateway to the great parkway leading to the Blue Hills Reservation. As will be seen by the illustrations accompanying this report, it crosses the river by one large and two smaller arches, and is of ample width for all kinds of travel. It is built of concrete and steel with rock facings and parapet walls, and the roadways are paved with wooden blocks on a concrete bed. Wellington Bridge is also substantially finished. This bridge carries the Middlesex Fells Parkway across the Mystic River from Somerville to Medford, and also provides for traffic between Mystic Avenue in Somerville and Middlesex Avenue in Medford. This is a wooden pile bridge with steel retractile draw. The whole length of the bridge is 954.66 feet, and the draw opening is 50 feet. The roadway is paved with wooden blocks, and the bridge has been built of sufficient width and strength to carry an electric car line. Although a bridge of this character does not permit of much æsthetic treatment, an attempt has been made to give its lines an agreeable appearance when seen from the river. The old bridge east of the new structure will be removed as soon as the new bridge is opened to travel. The approaches to the bridge are under construction, and will conform to the general plan of the finished parkway on either side. The overhead railroad bridge near the Revere station of the

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Boston & Maine Railroad and its approaches have been finished, which completes the construction of the Revere Beach Parkway from Charles Eliot Circle at the southern end of the Revere Beach Reservation to Main Street in Everett. On October 21 a contract was let for building the last section of this parkway, from Main Street in Everett to a junction with the Middlesex Fells Parkway and the Mystic River Reservation in Medford near the Medford end of Wellington Bridge. This section of the Parkway is 1.07 miles long, and crosses two divisions of the Boston & Maine Railroad with overhead bridges and the Malden River by a pile bridge with a 50-foot draw opening. The present contract calls for the completion of the road to subgrade and construction of the bridge abutments by Aug. 31, 1904. The bridge and finished grading will be completed as rapidly as possible. Good progress has been made towards the connection between Revere Beach and the city of Lynn. The roadway from the northern end of the Revere Beach Reservation to Saugus River, a distance of 0.455 mile, has been built to subgrade across the salt marsh to the bank of the river, and the abutments for the bridge have been built on both sides of the river. The contracts for the bridge structure and draw will be let the coming winter. In the Quincy Shore Reservation, a section of the roadway at the eastern end of the Reservation is being built to subgrade, and construction plans for the shore front are being prepared. On the Mystic River, a careful investigation is being made of the conditions of the river and its tributaries, in order that the plan of development may take into consideration the problems of health which are involved with those of successful landscape treatment, and of their relation to other work of purifying and draining Alewife Brook and meadows which the neighboring municipalities have been authorized to enter upon. For this purpose the Commission has had the services, as consulting engineer, of Mr. John R. Freeman, who lately made investigations and report on the conditions of the Charles River for the Charles River Dam Committee. Other work of minor importance has been carried on under the charge of the Engineering Department in various reser-

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vations and parkways. A large number of construction plans have been made or are under way relating to works which are likely to be undertaken under present appropriations, and there has been the usual work of preparation of plans of different kinds, and furnishing inspection where work has been done in park lands by other boards under permits issued by this Commission.

Law and Claims Department.

The settlement of outstanding claims for land takings has gone on satisfactorily during the year, and under the present policy of the Board few new claims will be added. Substantially all recent acquirements of land have been made by purchase under options obtained in advance of taking. The land needed for the Metropolitan Park System has been acquired to such extent that most of what is needed for completion can probably be acquired without recourse to the power of eminent domain, thus avoiding uncertainty as to satisfactory settlement of prices. Since the last report 81 claims have been adjusted the amount paid being $346,310.26. Of these claims, 56 were for land taken for reservations, and are divided as follows: Charles River, 8; Neponset River, 26; Mystic River, 10; Quincy Shore, 5; Lynn Shore, 3; Winthrop Shore, 1; Nantasket Beach, 3. The remaining 25 claims were for land taken for parkways, and are divided as follows: Revere Beach, 13; Mystic Valley, 1; Middlesex Fells, 4; Furnace Brook, 4; Nahant Beach, 2; Neponset River, 1. Suit had been brought on 52 of these claims, and the remaining 29 were settled without litigation. Ten cases were tried by the Attorney-General's Department, and a verdict obtained. There are outstanding 51 claims for land taken for reservations, divided as follows: Middlesex Fells, 1; Charles River, 16; Neponset River, 12; Mystic River, 9; Quincy Shore, 4; Winthrop Shore, 8; Lynn Shore, 1; and 20 for land taken for parkways, divided as follows: Revere Beach, 8; Middlesex Fells, 5; Mystic Valley, 2; Furnace Brook, 3; Nahant Beach, 1; Neponset River, 1. The awards and estimates in these claims amount to $165,205.59, but this

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amount will probably be somewhat increased by verdicts, accrued interest and expense of trial.

Superintendence.

There has been the usual amount of work required for proper maintenance of roads and paths, for fire protection, care of trees, keeping the beaches clean, and general care of reservations and parkways. The extent and method of handling this work has been fully described in previous reports, and does not call for special mention at this time. Matters of particular interest are summarized below.

BLUE HILLS DIVISION: FRANK DINGS, *Superintendent.*

During the coal strike last winter a considerable amount of wood was cut in the Blue Hills Reservation and sold at prices representing merely the cost of labor in cutting. This cutting was arranged so that the result was an improvement in the forestry of the reservation. In the spring 30,000 pine seedlings were successfully planted in different sections. A police signal system has been installed, with boxes located at different points in the reservation. On August 15 the Blue Hill Street Railway Company completed its connection with the tracks of the Boston Elevated Street Railway Company, and began to run through cars from the Dudley Street station of the Elevated Company in Boston to Canton. These cars pass over a location in the Blue Hills Reservation at the foot of Great Blue Hill, and the opening of this line has brought very large numbers of people to this portion of the reservation. The location of the railroad in the edge of the reservation along Canton Avenue necessitated the change in location of several buildings and extensive grading, the expense of which has been paid by the railroad company. A path has been built from the stopping place of the cars to connect with the path to the summit of Great Blue Hill, and a drinking fountain located at the beginning of the path. A path is also being constructed around the summit of the hill, which will pass over a stone bridge which forms part of the Charles Eliot Memorial. The memorial, which is being built by an asso-

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ciation organized for this purpose, consists of a stone seat and bridge upon which will be placed a tablet with a suitable inscription. The path is so laid out as to emphasize the best points of view from the summit, and the memorial is appropriately located so as to command a view of the entire Blue Hill Range and the ocean beyond.

A portion of the Blue Hills Parkway has been reserved for a half mile speedway at certain hours on week days, and has been largely used by horsemen of this section of the Metropolitan District. Tracks for electric cars have been laid across Mattapan Bridge and to Brook Road by the Old Colony Street Railway Company, and a connection made with these by the Blue Hill Street Railway Company at Blue Hill Avenue in Milton.

In the Stony Brook Reservation the work has been limited to general care.

In the Neponset River Reservation considerable planting and some forestry work has been done.

In the Quincy Shore Reservation locations have been arranged for the two local yacht clubs on piers extending out from the driveway into the Bay.

For the Furnace Brook Parkway and the Neponset River Parkway only general care has as yet been required.

MIDDLESEX FELLS DIVISION: C. P. PRICE, *Superintendent.*

The most serious problem in the Middlesex Fells Reservation has been to prevent the ravages of the gypsy moth from extending into the heart of the reservation. At the present time, except for a short distance along the northern boundary, the reservation is surrounded by infested territory. Some of the owners of lands bordering on the Fells have used great efforts to keep down the moth on their own land, but, in the absence of effort on the part of all, the danger to the Fells is not substantially lessened. The appropriation which was made last winter for the labor incident to repression of this pest was all expended, and as much more as could be spared from other appropriations for things that could be postponed or were not immediately necessary. It will be necessary to ask for a considerable appropriation for

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this kind of work this year, and it is also desirable that some legislation should be enacted to protect the reservation from the danger of further infestation from adjoining lands. Along with the gypsy moth work, some forestry and planting have been done this year and a portion of Pond Street rebuilt.

The work on the Middlesex Fells Parkway has been that of general care including also freeing the trees of the gypsy moth.

At the Mystic Valley Parkway the filling and grading of Ginn Field has continued. A path across the Field connects with a wooden bridge built across the Abbajona River to the Parkway. This parkway has required much attention also to prevent damage to its beautiful trees by the gypsy and brown tail moths.

The Mystic River Reservation has only required general care.

REVERE BEACH DIVISION: H. W. WEST, *Superintendent.*

In the Revere Beach Reservation some additional brick side-walk has been built, a bulkhead at the southern end of the reservation strengthened and extended, and some old buildings removed and the land graded off. A police signal system has been installed at the station, with boxes throughout the reservation and the Revere Beach Parkway. The bath-house was used by 133,933 bathers, of which 83,618 were men and 50,315 women. The prices charged were 25 cents for room, towel and suit, 20 cents for room and towel and 10 cents for children. The receipts for the season were $29,018.25, and the expenditures for the year $29,762.84. The usual carnival was carried on by a committee of citizens during the two weeks beginning September 7.

The Revere Beach Parkway has only required general care. A quarter mile stretch in Everett has been used for speeding.

In the Winthrop Shore Reservation the outer sidewalk of the driveway has been laid in granolithic throughout its whole length, a distance of 1.053 miles. It has proved to be an

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efficacious protection to the roadway in storms, when the spray and often large bodies of water are thrown up over the wall.

King's Beach and Lynn Shore Reservations have only required general care.

At Nahant Beach seats and canvas shelters have been maintained during the summer.

CHARLES RIVER RESERVATION, RIVERSIDE SECTION: A. N. HABBERLEY, *Superintendent.*

The wooded sections of the banks of the upper portion of Charles River Reservation have been cleaned up, dead trees removed and the woods slightly trimmed out. Additional canoe floats have been placed at some of the carries, and some of the river paths improved and rebuilt. A headquarters building is in course of erection on the bank of the river just above Norumbega Park, which contains accommodations for the office of Superintendent, headquarters for police, storage of boats and launch, and emergency accident room. The need of the last accommodation is made clear by the figures of the present season. One hundred and sixteen accident cases were cared for at the temporary headquarters in an old boat house. Of these, 114 were caused by the capsizing of canoes. Two persons were drowned, 38 were rescued from drowning by the police, and 74 were cared for after having reached shore or having been rescued by other persons. Several of the rescues reflect great credit upon the officers who made them. Since the boating section of the river was placed in the jurisdiction of this Commission, it is estimated that the number of canoes in use thereon has increased from 700 to 3,500. It became necessary to adopt rules for the public use of the river, both in the interest of good order and public safety. A misconception of the character of the rules arose among some of the canoeists, due probably to the arrest of certain persons for conduct which would have been punishable under ordinary statute law. The reasonableness of the rules and the action of the officers in enforcing them have been sustained by the court in such cases as have been brought to trial, and appear to have met with the approval of the general public.

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In the Hemlock Gorge Reservation, in addition to general care, some work has been required in connection with the widening of Worcester Street in Wellesley, and a portion of a sluice of an abandoned mill has been opened in consequence of a decree of court involving question of water rights which are still a matter of litigation.

CHARLES RIVER RESERVATION, SPEEDWAY SECTION: JOHN L. GILMAN, *Superintendent.*

A portion of the Speedway and of the upper boundary road have been resurfaced, and the dike along the river repaired. The Speedway has been used by larger numbers than in any previous season. The Gentlemen's Driving Club of Boston has purchased a lot of land opposite the half mile exit, and is building a club house and stable thereon. The Commission has arranged to accommodate the driving public as far as practicable both on the Speedway and the upper boundary road during the sleighing season. Several old buildings in Watertown formerly belonging to the Walker-Pratt Company have been torn down and the land graded and seeded, and a considerable amount of fencing done along the boundary of Charles River Road in the same town.

Fresh Pond Parkway has only called for general care.

BEAVER BROOK RESERVATION: ROBERT ELDER, *Superintendent.*

This reservation continues to be visited by large numbers of people, and especially by picnickers. The ground around the old oaks has been enriched, and the entire tree growth of the reservation gone over and nests of gypsy and brown-tail moths removed. A considerable number of dead trees were cut out, and a small stretch of boundary road built leading in from Quince Street.

NANTASKET BEACH RESERVATION: MOODY LEIGHTON, *Superintendent.*

A considerable amount of work was done this year in this reservation in repairing and putting in order the hotel and café buildings, board walks, bath-house, boiler and laundry buildings and machinery, police station and other buildings. A drinking fountain for horses was placed on Nantasket

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Avenue. In the dormitory building occupied by the police a fire occurred on October 3, doing considerable damage to the upper portion of one end of the building. In making repairs, it was deemed best to replace the old roof with a new one of more modern construction. The building was formerly used as a dormitory for the servants of the hotel, and has been altered over several times. The fire apparently was caused by defective electric wiring. No changes have been made in the buildings on the reservation, but additional amusements have been placed on land owned by the Old Colony Railroad on the land side of Nantasket Avenue. The bath-house was used this season by 27,091 persons, of whom 15,298 were men and 11,793 women. The total receipts for the season were $7,607.81, of which $1,541.06 was for steam sold to tenants of the Commonwealth. The expenditures for the year were $7,148.43.

3. Miscellaneous.

This Commission, acting under the provisions of chapter 413 of the Acts of the year 1900, have this year granted two locations for electric street railways. A location was granted to the Blue Hill Street Railway Company in March along the western edge of the Blue Hills Reservation, parallel to Canton Avenue in Milton and extending from a point near the entrance road at Canton Avenue to the Milton-Canton town line, a distance of 1,560 feet. This same company has recently acquired the rights of the Milton Street Railway Company, including its location in Blue Hill Avenue in Milton from the Blue Hills Reservation to the Blue Hills Parkway. In July this Commission granted to the Milton Street Railway Company a location for a short piece of track in the Blue Hills Parkway, connecting that company's location in Blue Hill Avenue with the location in the Parkway granted by this Commission last year to the Old Colony Street Railway Company. The Blue Hill Street Railway Company has now acquired both of these locations of the Milton Street Railway Company, and has made traffic agreements with the Old Colony and the Boston Elevated Street Railway Companies. This makes it possible for the

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Blue Hill Street Railway Company to run cars without change between the Blue Hills Reservation and the Dudley Street station of the Boston Elevated Street Railway Company.

The Charles River Basin Commission was created by chapter 465 of the Acts of the year 1903, and directed to build a dam across Charles River in the vicinity of Craigie's Bridge, thereby transforming the tidal portion of the Charles River above the dam into a fresh-water basin, in which the water will be kept at a constant level. The greater part of the shores of the proposed basin are already in the hands of the local park commissioners of Cambridge and Boston or of this Board, and the act provides for further acquirement and improvement on the Boston side by the local board. The act further provides that the dam and basin when completed shall be placed in the hands of this Commission for maintenance and regulation. The Basin Commission are actively engaged upon plans for the dam, which will be presented to the authorities of the United States for approval at an early day.

This Commission was directed, by chapter 135 of the Acts of the year 1903, to report to the next General Court in regard to the advisability of establishing a Metropolitan Park Railway through the whole or parts of the Metropolitan Park System and other parks in the cities and towns within the Metropolitan Parks District. This special report has been presented, and it will for convenience of reference be printed with this report.

For several years attempts have been made to obtain reliable statistics in regard to the park area within the limits of the Metropolitan Parks District, together with figures as to original cost for lands, value of improvements and annual cost of maintenance. A special effort was made this fall to complete the lists in preparation, and the following general result will be of interest. The Metropolitan Park System of Parks and Parkways contains 9,868.54 acres of land, which have cost $7,138,932. In this figure is included the estimated cost of land for which settlement has not been made. The cost of improvement of these areas has been to

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date $4,057,908.85. This makes the total cost of land and improvements of the Metropolitan System $11,196,840.85. The total area of local park holdings is 5,306.61 acres, which have cost for land $10,310,272.10 and for improvements $11,767,938.98, making a total for land and improvements of $22,078,211.18. The combined total area of Metropolitan and local park holdings is 15,175.15 acres; the combined cost of lands, $17,449,204.20; the combined value of improvements, $15,825,847.83. The grand total of cost of land and improvements of both the local and the Metropolitan systems within the District is, therefore, $33,275,052.03. The average annual cost of maintenance of the Metropolitan System is $234,514, and of the local systems $286,951.02. This makes the average annual cost of maintenance of both local and Metropolitan systems $521,465.02.

The following act was passed by the Legislature of 1903 for the regulation of advertising in the neighborhood of parks: —

[Chapter 158 of the Acts of the Year 1903.]

An Act to protect Public Parks and Parkways from Disfigurement by Advertisements.

Be it enacted, etc., as follows:

Section 1. The metropolitan park commission and the officer or officers having charge of public parks and parkways in any city or town may make such reasonable rules and regulations respecting the display of signs, posters or advertisements in or near to and visible from public parks and parkways entrusted to their care, as they may deem necessary for preserving the objects for which such parks and parkways are established and maintained.

Section 2. The commission or officers aforesaid shall give notice of all rules and regulations made by them under authority of this act by posting the same in three or more public places in the city or town in which the public park or parkway is situated, and by publishing the same in some newspaper, if there be one, published in such city or town. Such notice shall be deemed legal notice to all persons.

Section 3. Whoever violates any rule or regulation made and published as aforesaid shall be punished by a fine not exceeding twenty dollars for each offence; and any sign, poster or advertisement erected or maintained in violation of any such rule or regulation shall be deemed a public nuisance.

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The following rules and regulations have been adopted by this Commission under the authority of that act: —

RULES AND REGULATIONS GOVERNING THE DISPLAY OF SIGNS.

No person, without the written permission of the Metropolitan Park Commission, shall, except as hereinafter provided, erect, maintain or display on the outside of any building, or upon any land, any commercial or business sign, poster or advertisement within such distance of any public park or parkway entrusted to the care of said Commission, or in such place, as shall render the words, figures or devices of such sign, poster or advertisement plainly visible to the naked eye within such park or parkway. Nothing herein contained shall, however, be construed to prevent or prohibit an owner or occupant of land, building or tenement from displaying and maintaining thereon one sign or advertisement for business or commercial purposes, not exceeding in dimensions fifteen inches by twenty feet, and relating exclusively to the property on which it may be placed, or to the business thereon conducted, or to the person conducting the same.

4. FINANCES.

The following tables show in brief form the expenditures under the various park loans for the year ending Dec. 1, 1903: —

METROPOLITAN PARKS LOAN FUND.

Blue Hills Reservation: —		
Land,	$1,512 00	
Miscellaneous,	2,124 20	
		$3,636 20
Middlesex Fells Reservation: —		
Miscellaneous,	$1,519 81	
		1,519 81
Revere Beach Reservation: —		
Land,	$22,936 46	
Miscellaneous,	1,412 40	
		24,348 86
Stony Brook Reservation: —		
Miscellaneous,	$906 16	
		906 16
Beaver Brook Reservation: —		
Miscellaneous,	$2,007 96	
		2,007 96
Hemlock Gorge Reservation: —		
Miscellaneous,	$602 24	
		602 24

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Charles River Reservation: —		
Land,	$22,805 51	
Miscellaneous,	15,717 80	
		$38,523 31
Neponset River Reservation: —		
Land,	$22,027 94	
Miscellaneous,	5,310 79	
		27,338 73
Mystic River Reservation: —		
Land,	$47,810 00	
Miscellaneous,	3,046 75	
		50,856 75
Lynn Shore Reservation: —		
Land,	$23,000 00	
Miscellaneous,	119 90	
		23,119 90
Quincy Shore Reservation: —		
Land,	$14,233 83	
Miscellaneous,	1,158 86	
		15,392 69
Winthrop Shore Reservation: —		
Land,	$5,499 63	
Miscellaneous,	339 32	
		5,838 95
King's Beach Reservation: —		
Miscellaneous,	$12 20	
		12 20
Wellington Bridge: —		
Miscellaneous,	$122,137 40	
		122,137 40
General expense,		5,333 22
		$321,574 38

METROPOLITAN PARKS LOAN FUND, SERIES II.

Blue Hills Parkway: —		
Miscellaneous,	$21,648 58	
		$21,648 58
Middlesex Fells Parkway: —		
Land,	$9,591 41	
Miscellaneous,	1,034 52	
		10,625 93
Mystic Valley Parkway: —		
Land,	$5,199 20	
Miscellaneous,	4,803 89	
		10,003 09

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Revere Beach Parkway: —		
Land,	$66,757 72	
Miscellaneous,	57,849 29	
		$124,607 01
Neponset River Parkway: —		
Miscellaneous,	$473 98	
		473 98
Fresh Pond Parkway: —		
Miscellaneous,	$21 86	
		21 86
Furnace Brook Parkway: —		
Land,	$39,630 82	
Miscellaneous,	1,791 73	
		41,422 55
Nahant Beach Parkway: —		
Land,	$65,940 78	
Miscellaneous,	1,183 99	
		67,124 77
Charles River Speedway: —		
Miscellaneous,	$95 53	
		95 53
Blue Hills Roads: —		
Miscellaneous,	$19 57	
		19 57
Middlesex Fells Roads: —		
Miscellaneous,	$635 47	
		635 47
Lynnway: —		
Miscellaneous,	$10,933 44	
		10,933 44
Spy Pond Parkway: —		
Miscellaneous,	$29 44	
		29 44
General expense,		4,481 88
		$292,123 10

NANTASKET BEACH LOAN.

Land,	$4,419 94	
Miscellaneous,	363 17	
		$4,783 11

The following tables show the total amount expended in each loan and the cost of each reservation and parkway to Dec. 1, 1903, and the amounts charged by the Auditor's

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department to meet the sinking fund and interest requirements to Jan. 1, 1900: —

METROPOLITAN PARKS LOAN FUND.

Blue Hills Reservation: —		
Land,	$359,359 79	
Miscellaneous,	244,205 11	
		$603,564 90
Middlesex Fells Reservation: —		
Land,	$685,381 43	
Miscellaneous,	209,853 50	
		895,234 93
Revere Beach Reservation: —		
Land,	$1,162,747 67	
Miscellaneous,	580,413 56	
		1,743,161 23
Stony Brook Reservation: —		
Land,	$280,281 37	
Miscellaneous,	75,552 21	
		355,833 58
Beaver Brook Reservation: —		
Land,	$29,819 29	
Miscellaneous,	22,042 03	
		51,861 32
Hemlock Gorge Reservation: —		
Land,	$53,254 00	
Miscellaneous,	15,302 75	
		68,556 75
Charles River Reservation: —		
Land,	$1,424,497 57	
Miscellaneous,	212,064 96	
		1,636,562 53
Neponset River Reservation: —		
Land,	$189,386 77	
Miscellaneous,	42,977 78	
		232,364 55
Mystic River Reservation: —		
Land,	$213,268 15	
Miscellaneous,	20,177 02	
		233,445 17
Lynn Shore Reservation: —		
Land,	$117,798 90	
Miscellaneous,	1,765 13	
		119,564 03

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Quincy Shore Reservation: —		
Land,	$63,431 83	
Miscellaneous,	6,987 86	
		$70,419 69
Winthrop Shore Reservation: —		
Land,	$26,147 63	
Miscellaneous,	159,839 95	
		185,987 58
Hart's Hill Reservation: —		
Land,	$10,000 00	
Miscellaneous,	103 95	
		10,103 95
King's Beach Reservation: —		
Land,	$23,847 21	
Miscellaneous,	1,276 43	
		25,123 64
West Roxbury Parkway: —		
Land,	$244,976 01	
Miscellaneous,	8,313 67	
		253,289 68
Wellington Bridge: —		
Miscellaneous,	$138,934 49	
		138,934 49
General expense,		136,499 69
		$6,760,507 71
Sinking fund requirements to 1896,	$18,980 18	
Care and maintenance to July 1, 1896,	85,813 46	
Care and maintenance, July 1, 1896, to Jan. 1, 1897,	19,604 06	
Sinking fund assessment for 1897,	63,630 70	
Sinking fund assessment for 1898,	9,755 55	
Sinking fund assessment for 1899,	64,224 00	
Interest,	23,318 61	
		290,326 56
Total charged to Dec. 1, 1903,		$7,050,834 27

METROPOLITAN PARKS LOAN FUND, SERIES II.

Blue Hills Parkway: —		
Land,	$133,492 02	
Miscellaneous,	200,620 55	
		$334,112 57
Middlesex Fells Parkway: —		
Land,	$219,551 15	
Miscellaneous,	437,724 16	
		657,275 31

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Mystic Valley Parkway: —		
Land,	$201,988 40	
Miscellaneous,	211,297 41	
		$413,285 81
Revere Beach Parkway: —		
Land,	$511,932 90	
Miscellaneous,	522,251 52	
		1,034,184 42
Neponset River Parkway: —		
Land,	$36,404 26	
Miscellaneous,	6,329 34	
		42,733 60
Fresh Pond Parkway: —		
Land,	$42,286 25	
Miscellaneous,	22,049 04	
		64,335 29
Furnace Brook Parkway: —		
Land,	$129,287 55	
Miscellaneous,	11,284 16	
		140,571 71
Nahant Beach Parkway: —		
Land,	$65,940 78	
Miscellaneous,	3,627 39	
		69,568 17
Charles River Speedway: —		
Miscellaneous,	$473,069 13	
		473,069 13
Blue Hills Roads: —		
Miscellaneous,	$6,209 18	
		6,209 18
Middlesex Fells Roads: —		
Miscellaneous,	$45,710 57	
		45,710 57
Stony Brook Roads: —		
Miscellaneous,	$37,183 45	
		37,183 45
Lynnway: —		
Land,	$20,500 00	
Miscellaneous,	11,271 18	
		31,771 18
Middlesex Fells and Lynn Woods: —		
Miscellaneous,	$4,682 27	
		4,682 27
Spy Pond Parkway: —		
Miscellaneous,	$29 44	
		29 44
General Expense,		83,358 04
		$3,438,080 14

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Sinking fund requirement for 1896,	$3,650 03	
Sinking fund assessment for 1897,	14,057 10	
Sinking fund assessment for 1898,	3,765 08	
Sinking fund assessment for 1899,	15,396 00	
One-half interest,	22,327 68	
		$59,195 89
Total charged to Dec. 1, 1903,		$3,497,276 03

NANTASKET BEACH LOAN.

Land,	$601,592 96	
Miscellaneous,	102,551 93	
Total charged to Dec. 1, 1903,		$704,144 89

The appropriations heretofore made are as follows: —

METROPOLITAN PARKS LOAN FUND.

Original appropriation, chapter 407, Acts of 1893,	$1,000,000 00
First Revere Beach Act, chapter 483, Acts of 1894,	500,000 00
Charles River Act, chapter 509, Acts of 1894,	300,000 00
Second Revere Beach Act, chapter 305, Acts of 1895,	500,000 00
General appropriation, chapter 466, Acts of 1896,	1,000,000 00
General appropriation, chapter 464, Acts of 1897,	500,000 00
General appropriation, chapter 530, Acts of 1898,	1,000,000 00
Revere Beach Bath-house Act, chapter 142, Acts of 1899,	125,000 00
General appropriation, chapter 396, Acts of 1899,	300,000 00
Charles River Improvement Act, chapter 465, Acts of 1900,	50,000 00
Fuller's Wharf Act, chapter 467, Acts of 1900,	30,000 00
General appropriation, chapter 445, Acts of 1901,	450,000 00
Mystic River Bridge Act, chapter 492, Acts of 1901,	200,000 00
General appropriation, chapter 290, Acts of 1903,	125,000 00
Continuing appropriation, chapter 429, Acts of 1903, for 1903,	300,000 00
	$6,380,000 00
To provide for interest and sinking fund requirements to 1900, chapter 311, Acts of 1897,	900,000 00
Total amount of loans,	$7,280,000 00
Amounts received from sales of buildings, receipts from bath-house, fines, etc.,	198,334 01
Total,	$7,478,334 01
Total of amounts charged to loans,	7,050,834 27
Balance remaining in hands of State Treasurer,	$427,499 74

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Metropolitan Parks Loan Fund, Series II.

Original boulevard, chapter 288, Acts of 1894,	$500,000 00
General appropriation, chapter 472, Acts of 1896,	500,000 00
General appropriation, chapter 521, Acts of 1897,	1,000,000 00
Saugus Bridge Acts, chapter, 547, Acts of 1898,	100,000 00
General appropriation, chapter 428, Acts of 1899,	500,000 00
Mattapan Bridge Act, chapter 443, Acts of 1900,	75,000 00
Winchester Act, chapter 444, Acts of 1900,	50,000 00
Revere Beach Parkway Act, chapter 445, Acts of 1900,	200,000 00
General appropriation, chapter 172, Acts of 1902,	450,000 00
General appropriation, chapter 359, Acts of 1893,	110,000 00
Continuing appropriation, chapter 419, Acts of 1893, for 1903,	300,000 00
	$3,785,000 00
To provide for interest and sinking fund requirements to 1900, chapter 311, Acts of 1897,	100,000 00
Total amount of loans,	$3,885,000 00
Receipts from sales, etc.,	29,907 41
Total,	$3,914,907 41
Total of amounts charged to loans,	3,497,276 03
Balance remaining in hands of State Treasurer,	$417,631 38

Nantasket Beach Loan.

Appropriation, chapter 464, Acts of 1899,	$600,000 00
Appropriation, chapter 456, Acts of 1901,	100,000 00
Total amount of loans,	$700,000 00
Receipts from rents, etc.,	5,881 50
Total,	$705,881 50
Total of amounts charged to loans,	704,144 89
Balance remaining in hands of State Treasurer,	$1,736 61

Respectfully submitted,

JOHN WOODBURY,
Secretary.

Dec. 1, 1903.

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NEPONSET RIVER RESERVATION.—View East from Mattapan Bridge.

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REPORT OF THE LANDSCAPE ARCHITECTS.

Hon. WILLIAM B. DE LAS CASAS,
Chairman, Metropolitan Park Commission, Boston, Mass.

DEAR SIR: — Just ten years ago your Landscape Architects, then Olmsted, Olmsted & Eliot, submitted their first annual report. That report set forth the principles in accordance with which definite boundary lines were being determined for the system of reservations which had been recommended in general terms by Mr. Eliot to the preliminary Commission in the preceding year. It seems appropriate at the end of the decade to point out briefly to what extent the project then held in view has been accomplished, and to what extent it has been modified.

On the whole, the accomplishment of the ten years is a splendid one, which has overcome the neglect of the previous period and put the community on a good footing; yet pride in the accomplishment ought not to blind us to the fact that, the greater a centre of population becomes, the less can the average citizen see of the surrounding country, the more he must depend upon parks, and the larger must be the per capita park area; and therefore, taking generation after generation, there can logically be no permanent cessation of park acquirements unless the growth of the community ceases, and Boston becomes a city without a future.

The accomplishment along the lines first adopted in the acquirement of the reservations has been surprisingly successful, and the important gaps which remain and call for present completion are only these: the beautiful shores of Mother Brook, between the Neponset Reservation and the Charles River, with the marshes of the Charles River between Mother Brook and the point where the previous takings had to cease for lack of funds; the marshes on the lower

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Neponset River, to extend the takings from the point where they stopped for lack of funds to Hancock Street, where the Quincy Shore Parkway begins; the Somerville shore of the Mystic River for three-quarters of a mile from Fellsway at the Wellington Bridge, to connect with the takings in Medford; certain hill lands in the western part of the district, especially on and about Doublet Hill in Weston, the acquisition of which was strongly urged ten years ago, and which now lies between and may serve either to connect or separate the Charles River Reservation at Riverside and the holdings of the Metropolitan Water Board about the new lake which forms the terminus of its great aqueduct. Besides these important bodies of land, there are several strips and fragments still needed to complete and protect the reservations; such is the westerly shore of the Mystic Lakes, which must sooner or later be brought under some control, if not under public ownership, lest a few short-sighted owners destroy the beauty of that shore as seen from the opposite parkway and from the water; such is the island of private land in the midst of the Fells, still quite uncontrolled; such are the desired threads of protected landscape to connect the Mystic Reservation with Fresh Pond and Cambridge, the Fells with the Lynn Woods, the Neponset River with the Blue Hills.

An important development of the project has taken the form of a system of dignified avenues of approach to the reservations, often so designed as to serve at the same time the purpose of through routes between the inner and the outer parts of the district for electric railway and other traffic. These avenues correspond very closely in character with trunk lines of highway planned and executed by municipalities simply as part of the street system, such as Beacon Street in Brookline, Commonwealth Avenue in Brighton and Newton, and Blue Hill Avenue in Roxbury. The active public demand for avenues of this sort not only goes far beyond the original project of ten years ago, but has constantly run in advance of the disposition of the Commission to ask funds for such extensions, and has tended to throw into the background certain small but important parts of

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the scheme of reservations above referred to, because they are not calculated to bring such prompt financial or recreative returns.

We believe that the popular demand for such main avenues, leading through several different municipalities, and therefore difficult of attainment except through some metropolitan agency, is founded upon a very real and pressing need of the community. An attempt to treat it as a mere incident of the park project tends on the one hand to withdraw attention from the importance of completing the reservations themselves, and on the other hand to belittle and disguise an economic problem which is probably of more immediate and vital importance to the community than the whole Park System.

The growth of the community is so gradual that efficient and economical maintenance must ordinarily be the Commission's chief concern in the future. The large questions of policy and design which have occupied the Commission and its advisers in the past will necessarily be fewer, and the number of minor administrative details constantly greater. It is needless to specify here in detail the great number of matters upon which we have advised the Board during this year. During the year we have prepared 54 studies; 35 preliminary and general plans; 19 construction plans, including profiles and sections; 13 planting and forestry plans; and 48 reports and explanatory letters. As in the preceding year, our advice has concerned matters chiefly of local importance, arising out of the increasing use of the reservations and parkways and the necessity of providing for the immediate public needs.

Such matters are of minor importance in that the effect of any one upon the usefulness of the parks is not great and the expenditure slight, but in both respects they are very important in the total. There is this difference, that comparisons of cost and of administrative convenience can readily be made quite definite, even though the amounts be small; whereas the relative value of different decisions in their effect on the parks is almost always rather vague and difficult to determine, without an amount of investigation and far-seeing

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thought which in the case of minor questions often seems disproportionate to their importance, and therefore wasteful.

The duty which the administrative agents of any Park Commission can and should keep clearly before them in regard to all such details is so to systematize their work as to secure the greatest economy of maintenance. When a good method of doing any piece of work is found, which gives satisfactory results with the least expenditure of time and money, it is good business to apply that method wherever it is available; and it has therefore come about that there is a tendency in many well-managed city parks to bring them to a somewhat uniform excellence, gradually and by almost imperceptible steps extinguishing many of those local differences of character which give refreshing variety to the system as a whole. These differences of character give a quality well worth paying for, even at a cost in some cases of deliberately adopting methods that cover less ground for a given expenditure than might be done by the use of a standard method. It is therefore important that some agent of the Commission, free from the insistent pressure of administrative detail and the duty of striving constantly for improvements in economy of maintenance, should keep watch upon these improvements, lest they be purchased at too high a price in the value of the parks for public refreshment.

To fulfil this function seems to us one of the most important services which landscape architects can render in connection with public parks, and one which is often ignored through the emphasis placed upon their function of plan-making; and we are glad of every opportunity which our relations to the work afford for helping the Department of Superintendence by suggestions on matters too trifling, individually, to be the subject of formal reports or plans.

The question of electric railways in the reservations having been brought before the consideration of the Commission during the past year by the Legislature, we venture to restate our firm conviction that such lines only should be permitted as are manifestly necessary in order to prevent the reservations from acting as oppressive barriers to a proper general transportation system in the Metropolitan District; that a

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very small number of transverse traffic lines across the large reservations will permanently serve this purpose, and at the same time make the reservations conveniently accessible; and that these transverse lines should be located and constructed so as to avoid grade crossings with the permanent pleasure drives and paths, and so as to intrude the noise and sight of the cars as little as possible upon the reservations at large, which have been purchased for the very purpose of providing a place of escape from the sights and sounds of city life. One such necessary transverse line has been studied out for the Blue Hills Reservation, and we are now studying one for the Middlesex Fells.

The adequate separation of these traffic lines from the rest of the reservation, and their construction in such manner as to facilitate the avoidance, immediately or ultimately, of all grade crossings with reservation drives and paths, will make it possible to attain much higher speeds through the reservations than would otherwise be possible, and the extra cost of such location and construction is therefore to some extent chargeable to the betterment of the transportation system; but if the increased cost of such arrangements should seriously delay the construction of roads manifestly needed by the community, it would be far better that the Metropolitan Parks District should in some manner assume the extra burden of cost, than that any railway should be built for the sake of present cheapness on a line that would be a serious permanent injury to the reservation through which it passes.

Respectfully submitted,

OLMSTED BROTHERS.

Dec. 1, 1903.

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REPORT OF THE ENGINEER.

Hon. WILLIAM B. DE LAS CASAS,
Chairman, Metropolitan Park Commission.

SIR: — I herewith present my ninth annual report, enumerating the work of the Engineering Department for the year ending Nov. 1, 1903.

The number of employees has been maintained at an average of 17 throughout the year up to about September 1, from which time, on account of the increase of work for this department, the number has been gradually increased to 25 at the end of the year. The organization of the department has remained practically the same as for the last two years, the different classes of work being under the general supervision of the same division engineers.

The total cost of conducting the department has been as follows: —

Services,	$23,031 83
Equipment,	241 85
Operating expenses,	1,398 58
Total,	$24,672 26

Construction and maintenance work, done under the supervision of this department, has amounted to $209,876.01, exclusive of the cost of engineering and inspection; and all engineering and inspection incidental to the same, omitting travelling and other incidental expenses, has averaged 4.15 per cent.

Three hundred and one orders have been issued to the division engineers, 70 of which have been for inspection of work performed under permits and licenses issued to cities,

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BLUE HILLS PARKWAY. — Mattapan Bridge, South from Mattapan Square.

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towns, corporations and individuals. The total cost to this department for such inspection has been $1,611.27.

An appraisal of the property in charge of the department, omitting the value of maps, plans, notes and records, is as follows: —

Equipment: —		
Offices,	$2,212 07	
Surveying and drawing instruments,	2,450 30	
Miscellaneous,	53 15	
		$4,715 52
Supplies: —		
General,		1,235 68
Total,		$5,951 20

Details are given in the following sections of parkway and reservation, and in the tables appended.

Parkways.

Blue Hills Parkway. — The construction of Mattapan Bridge has been completed. The work under contract No. 53, with H. A. Hanscom Company, omitting all surfacing of roadways, walks, planting spaces on the approaches, and the surrounding land belonging to the Commonwealth, was completed Jan. 14, 1903.

The roadway on the bridge proper, with the exception of the portion in the street railway tracks, was surfaced with wooden block pavement laid on concrete base, under contract No. 60, with the United States Wood Preserving Company. Work was completed June 29, 1903.

All other surfacing work, and work incidental to the completion of the bridge and approaches, was done under contract No. 61, with Patrick McGovern, to furnish labor, tools and materials; was begun April 13, 1903, and completed July 22, 1903. The walks on the bridge and approaches were surfaced with asphalt blocks, and the roadways of the approaches were surfaced with broken stone.

The total cost of this work, to date, according to vouchers of this department, has been as follows: —

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Previously reported: —		
Construction and incidentals, ...	$38,346 75	
Engineering and inspection, ...	3,904 00	
		$42,250 75
Year ending Nov. 1, 1903: —		
Construction, contract No. 53, including royalty, ...	$12,588 91	
Construction, contract No. 60, wooden block pavement, ...	3,277 75	
Construction, contract No. 61, labor and material furnished, ...	6,354 76	
Asphalt block pavement on sidewalks, .	1,540 41	
Incidentals, ...	1,225 97	
Engineering and inspection, ...	1,949 82	
		26,937 62
Total, ...		$69,188 37

Lamps, of special design for the bridge, are in process of construction, under contract with L. M. Ham & Co., the price to be $1,485.

The westerly, or traffic road, from the bridge approaches to Eliot Street, has been resurfaced with broken stone; and from Eliot Street to Brook Road it has been scraped and patched.

The outlet of the drainage system of the parkway has been changed from the raceway to the river, by an inverted siphon, constructed under the raceway.

On locations granted by the Commission to the Old Colony Street Railway Company and the Milton Street Railway Company tracks and conduits have been laid, and trolley poles and wires set over the Mattapan Bridge and through the parkway to Brook Road, and a connection into Blue Hill Avenue.

Wires have been placed in conduits, and poles in parkway from Mattapan Square to junction of Blue Hill Avenue have been removed.

Furnace Brook. — General construction plans, from Blue Hills Reservation to Hancock Street, have been revised and completed, and for the portion from Hancock Street to Merrymount Park are in progress.

Lynnway. — Construction plans and specifications for building the parkway to subgrade and for the abutments for Saugus River Bridge have been prepared. The following bids were received for this work on July 27, 1903, under

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the specifications that material for filling be dredged from the Saugus River: —

Thomas Lahey, Haverhill,	$30,923 00
Jones & Meehan, Boston,	27,452 50
Lawler Brothers, Charlestown,	27,374 80
T. Stuart & Son Company, Newton,	27,149 50

These bids were all rejected and the contract was awarded to T. Stuart & Son Company on August 5, under revised specifications, under which the filling material was taken from the beach below the half-tide mark, at a cost of $0.40 per cubic yard, thereby making a saving of $0.60 per cubic yard, as the price of the lowest bidder for filling material dredged from the river was $1 per cubic yard. The work is now in progress and nearly completed. The total estimated cost to Nov. 1, 1903, according to vouchers of this department, has been as follows: —

Construction, contract No. 63A,	$11,204 50
Incidentals,	86 43
Engineering and inspection,	772 55
Total,	$12,063 48

Construction plans and specifications for the pile bridge over the Saugus River are in progress.

Middlesex Fells Parkway. — The construction of abutments and filling of approaches for the new Wellington Bridge over the Mystic River, under contract No. 57, with Lawler Brothers, was completed Aug. 1, 1903.

The total cost of construction, according to vouchers of this department, has been as follows: —

Previously reported: —		
Construction and incidentals, contract No. 57,	$14,761 13	
Repairs to old bridge,	368 99	
Engineering and inspection,	1,109 15	
		$16,239 27
Year ending Nov. 1, 1903: —		
Construction, contract No. 57,	$29,076 54	
Repairs to old Wellington Bridge,	24 48	
Incidentals,	147 00	
Engineering and inspection,	1,205 20	
		30,453 22
Total,		$46,692 49

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Plans and specifications having been prepared for the construction of a pile bridge across the Mystic River, between Somerville and Medford, to replace the old Wellington Bridge, proposals were received on Dec. 1, 1902, from the following: —

W. H. Ellis, Boston,	$115,900 00
Joseph Ross, Boston,	111,900 00
T. E. Ruggles, Boston,	100,661 00
Benjamin Young, Chelsea,	99,700 00
William L. Miller, Boston,	93,000 00
Lawler Brothers, Charlestown,	89,000 00
Mayo Contracting Company, Boston,	86,285 00
Jones & Meehan, Boston,	86,000 00

The contract, No. 58, was awarded to Jones & Meehan, it being understood that work on the site of the bridge would not commence until spring, but the contract was so advertised and awarded as to allow ample time for the contractor to procure all his materials during the winter. The actual work of construction was begun on March 13, 1903, and is now in progress. The total estimated cost to Nov. 1, 1903, according to vouchers of this department, has been as follows: —

Construction, contract No. 58,	$68,354 45
Repairs to old Wellington Bridge,	143 12
Incidentals,	1,048 63
Engineering and inspection,	3,223 17
Total,	$72,769 37

Under their contract Jones & Meehan were required to lay wooden block pavement on the roadway surface of the bridge, but under a later agreement they were released from this requirement and the pavement was laid under two contracts; one with the United States Wood Preserving Company to pave the southerly, or Somerville, half of the bridge, which was completed Oct. 20, 1903, at a total cost of $3,895.63, including engineering and inspection; the other with the Republic Chemical and Creosoting Company to pave the northerly, or Medford, half, which work has not yet been begun.

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Plans and specifications have been prepared for a steel retractile draw for the new Wellington Bridge, and the following proposals were received March 2, 1903: —

Canton Bridge Company, Albany, N. Y.,	$19,600 00
Penn Bridge Company, Beaver Falls, Pa.,	18,600 00
Eastern Bridge and Structural Company, Boston,	18,000 00
The United Construction Company, Boston,	18,000 00
Berlin Construction Company, Berlin, Conn., and Boston,	17,650 00
The King Bridge Company, New York,	17,550 00
New England Structural Company, Boston,	17,500 00
The Boston Bridge Works, Incorporated, Boston,	16,950 00

The contract was awarded to the Boston Bridge Works, Incorporated. The work of erection was begun on Oct. 20, 1903, and is now in progress. The total estimated cost to Nov. 1, 1903, according to vouchers of this department, has been as follows: —

Construction, contract No. 59,	$15,255 00
Draw trucks furnished by The Atlantic Works,	3,250 00
Mill inspection of steel,	36 33
Incidentals,	1 52
Engineering and inspection,	48 80
Total,	$18,591 65

The work of surfacing the approaches to the bridge is in progress, and it is expected that the new bridge will be ready for public travel about Jan. 1, 1904.

The work of filling to subgrade, Middlesex Avenue from the new bridge to its junction with Revere Beach Parkway, is in progress, as a part of contract for building Revere Beach Parkway, Main Street, Everett, to Fellsway, Medford, with T. Stuart & Son Company.

Mystic Valley. — A wooden foot bridge has been constructed over the Aberjona River to Ginn Field, the work being done by the Superintendent of the parkway, under the direction of this department.

Revere Beach Parkway. — The work of construction of bridge over the Boston & Maine Railroad at Revere station, and the filling of approaches, being done by the Boston &

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Maine Railroad Company, was completed Sept. 10, 1903. The total cost to the Metropolitan Park Commission, according to vouchers of this department, has been as follows: —

Construction, Revere Bridge and approaches,	$38,907 24
Engineering and inspection,	25 30
Total,	$38,932 54

The plans and specifications for surfacing and other work on the Revere Bridge and approaches having been prepared, proposals were received on Aug. 24, 1903, from the following: —

A. Michelini, Reading,	$18,920 00
Coleman Brothers, Everett,	12,796 50
T. Stuart & Son Company, Newton,	12,356 50
John McCusker, Waltham,	11,891 90
T. H. Gill & Co., Somerville,	11,704 50

The contract, No. 62, was awarded to T. H. Gill & Co., and work was begun Aug. 31, 1903, and is practically completed. The total cost to Nov. 1, 1903, according to vouchers of this department, has been as follows: —

Construction, contract No. 62,	$10,457 81
Incidentals,	171 55
Engineering and inspection,	447 13
Total,	$11,076 49

The finishing of this section completes the parkway from Charles Eliot Circle, Revere, to Main Street, Everett, a total distance of 4.17 miles.

It was decided by the Metropolitan Water and Sewerage Board that, preliminary to the work of construction of the section from Main Street, Everett, to Fellsway, Medford, it would be necessary to strengthen the sewer near the Saugus Branch of the Boston & Maine Railroad, as we are to place a heavy fill over it. This work of strengthening the sewer was done by the Metropolitan Water and Sewerage Board, and the cost paid by this Commission. The total cost, according to vouchers of this department, has been as follows: —

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Work by Metropolitan Water and Sewerage Board,	$1,623 48
Incidentals,	60
Engineering and inspection,	29 36
Total,	$1,653 44

Construction plans and specifications for bridge abutments and grading Revere Beach Parkway, Main Street, Everett, to Fellsway, Medford, and filling a portion of Middlesex Avenue to subgrade, have been prepared, and proposals for doing the work were received on Sept. 21, 1903, from the following: —

Eglee-Bunting Company, Boston,	$264,780 00
T. H. Gill & Co., Boston,	232,230 00
Patrick McGovern, Boston,	228,507 50
Thomas Leahy, Boston,	183,502 50
T. Stuart & Son Company, Newton,	181,535 00
H. A. Hanscom Company, Boston,	168,612 50
Nawn & Brock, Boston,	163,180 00
Lawler Brothers, Charlestown,	161,267 50
Coleman Brothers, Everett,	133,905 00

The contract was awarded to Coleman Brothers, who refused to accept, and the work was re-advertised. The following proposals were received on Oct. 19, 1903: —

T. H. Gill & Co., Boston,	$186,685 00
John T. Cavanagh, Boston,	178,817 00
W. H. Pike, Lawrence,	164,875 00
Nawn & Brock, Boston,	158,555 00
Lawler Brothers, Charlestown,	153,142 50
T. Stuart & Son Company, Newton,	152,205 00
Coleman Brothers, Everett,	151,220 00

The contract was awarded to T. Stuart & Son Company, and work was begun Nov. 2, 1903.

Reservations.

Beaver Brook. — The boundary road from Quince Street to the Fitchburg Railroad has been constructed by the Superintendent of the reservation, under the direction of this department.

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Blue Hills Reservation. — An electric railway has been constructed by the Blue Hills Street Railway Company in the reservation, on location granted by this Commission, adjacent and parallel to Blue Hill Avenue in the town of Milton. Buildings owned by the Commonwealth, which it was necessary to relocate on account of this work, were moved, and the adjoining land regraded by the street railway company as part of the terms of the grant of this location.

Surveys, plans and estimates of the cost of construction of roadbed, to finished grade, for an electric railway from Canton Avenue to the Forbes property in Canton, have been made by this department.

Charles River. — The dam and filling were removed from the raceway of the old Hickey Mill, in accordance with a decree of the court. The work was done during May and June, under an agreement with Walter Chesley to furnish labor and tools; and the total cost, according to vouchers of this department, has been $1,062.13, including engineering and inspection and incidentals.

Construction plans for replacing old wooden dam at Newton Lower Falls by a masonry dam have been prepared. Borings to determine the foundation for the same were made by B. F. Smith & Bro. at a cost of $106.56, including engineering and inspection and incidentals.

Construction plans for border road along the reservation from Mt. Auburn Street to Arsenal Street, and through the U. S. Arsenal grounds to North Beacon Street, have been completed.

A topographical survey of the Fuller's Wharf property, and estimates of cost of improvement of same, have been made.

Engineers' services have been furnished for the construction of the headquarters building at Auburndale.

Surveys and plans have been made for the committee appointed under Resolves of Legislature of 1901, to consider the advisability and feasibility of building a dam across the Charles River at or near Craigie Bridge. This work covered a territory along the Charles River from Watertown Dam to

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Cambridge Street, a distance of 5 miles, and an area of about 500 acres. The total cost has been $915.82, with which amount this department has been credited.

Hemlock Gorge. — An old outlet for Reservoir Pond has been re-opened across Reservoir Street, with a wooden gate box and gate on the east, or pond, side of the street. This outlet was provided to relieve the flood of the pond at times when it is necessary to close its only other outlet, on account of extreme high water in the Charles River, into which it flows. The total cost of construction of this outlet has been $227.95, including engineering and inspection, and incidentals.

Surveys for the correction of the topographical maps of portions of the reservation have been made.

Middlesex Fells Reservation. — Construction plans have been made for North Border Road from Main Street to Bear Hill Entrance.

Preliminary surveys and estimates have been made for the construction of the South Reservoir Road from the East Dam to Forest Street, and a branch to Little Neck.

Boundary plans have been made for the use of the Superintendent of the reservation.

Mystic River. — Surveys, borings, tidal observations, analyses and inspection of sources of pollution of the Mystic River and its tributaries are now being made, to determine the advisability and feasibility of the construction of a dam at Cradock Bridge, and preliminary to the development of the reservation.

Quincy Shore. — Construction plans and specifications have been prepared for building to subgrade the portion of the drive from Atlantic Street to Squantum Street.

A topographical survey, and plans showing soundings to hard bottom out to low-water mark, have been made along the shore for about 11,700 feet, and covering an area of about 135 acres.

Revere Beach Reservation. — Edgestones have been set and granite block gutters have been laid on Ocean Avenue from Charles Eliot Circle to Pontus Avenue. The total cost was $541.49, including engineering and inspection.

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Engineers' services have been furnished for the construction of the new house for the Superintendent, and for grading the grounds.

General.

Topographical surveys of a total area of about 666 acres have been made. Thirty-eight plans of takings and conveyances, for record, for most of which surveys were made, and 84 duplicates of record plans, have been prepared during the year.

The following tables are appended to this report: —

Table 1. Lengths of parkways.
Table 2. Summary of plan work.
Table 3. Summary of vouchers.
Table 4. Summary of cost of engineering.
Table 5. Prices for items of construction.

Respectfully submitted,

WM. T. PIERCE,
Engineer.

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TABLE 1. — *Length of Parkways, corrected to Nov. 1, 1903.*

DESCRIPTION.	Construction completed (Miles).	Under Construction (Miles).	Remainder (Miles).	Totals (Miles).
Blue Hills: Mattapan Square to Harland Street Entrance of Blue Hills Reservation, Boston and Milton, .	1.55	–	.73	2.28
Fresh Pond: Mount Auburn Street to Huron Avenue, Cambridge, .	.52	–	–	.52
Furnace Brook: Merrymount Park to Blue Hills Reservation, Quincy,	–	–	3.33	3.33
Lynnway: Revere Beach Reservation to Northerly side of Saugus River, Revere and Lynn, . .	–	.46	.23	.69
Middlesex Fells: Broadway to Middlesex Fells Reservation, Somerville, Medford and Malden, . .	3.83	.12	.65	4.60
Mystic Valley: High Street to Middlesex Fells Reservation, Medford and Winchester, ...	2.90	–	–	2.90
Nahant Beach: Lynn Line at Washington Street, to Spring Road, Nahant, ...	–	–	2.23	2.23
Neponset River: junction of River Street and Damon Street to Milton Street, Hyde Park and Milton, .	–	–	1.12	1.12
Revere Beach: Revere Beach Reservation to Middlesex Fells Parkway and Mystic River Reservation, Revere, Chelsea, Everett and Medford, ...	4.17	–	1.07	5.24
Totals, ...	12.97	.58	9.36	22.91

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TABLE 2. — *Summary of Maps and Plans prepared during Year ending Nov. 1, 1903, omitting Blue and Other Prints.*

	Abandonments and Conveyances.	Construction.	Copies.	Entrances	General.	Land and Settlement.	Restriction.	Takings, including Conveyances to Commonwealth.	Topographical.	Working Plans (Office).	Totals.
Parkways.											
Blue Hills,	1	7	-	-	1	-	2	2	-	23	36
Furnace Brook,	4	8	-	1	-	3	-	3	-	9	28
Lynnway,	-	12	1	-	1	-	-	-	-	-	14
Middlesex Fells,	3	33	-	-	-	1	5	8	1	14	65
Mystic Valley,	4	-	1	-	-	2	-	4	-	3	14
Nahant Beach,	-	-	-	-	-	1	-	-	-	-	1
Neponset River,	1	1	-	-	-	2	-	2	-	3	9
Revere Beach,	7	26	1	-	1	5	-	4	-	9	53
Spy Pond,	-	-	1	-	-	-	-	-	-	-	1
Totals,	20	87	4	1	3	14	7	23	1	61	221
Reservations.											
Beaver Brook,	1	-	1	-	-	-	-	-	-	2	4
Blue Hills,	3	1	-	-	-	1	-	-	-	28	33
Charles River,	14	13	3	-	3	8	-	3	8	17	69
Hemlock Gorge,	4	1	1	-	1	-	-	1	1	2	11
Middlesex Fells,	5	2	-	-	-	1	-	4	25	2	39
Mystic River,	4	-	2	-	-	1	2	1	-	1	11
Nantasket Beach,	-	3	1	-	1	1	-	2	-	-	8
Neponset River,	18	1	-	-	-	4	-	5	-	-	28
Quincy Shore,	-	4	-	-	1	2	-	1	2	5	15
Revere Beach,	1	2	-	-	-	-	-	4	-	-	7
Stony Brook,	6	-	-	-	-	-	-	5	-	-	11
Winthrop Shore,	-	-	-	-	-	2	-	-	-	1	3
Totals,	56	27	8	-	6	20	2	26	36	58	239
Grand totals,	76	114	12	1	9	34	9	49	37	119	460

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TABLE 3. — *Summary of Vouchers of the Engineering Department, including, under Construction and Maintenance, the Entire Estimated Value of Work performed during the Year ending Nov. 1, 1903.*

	Construction and Maintenance.	Boundaries, Monuments, etc.	Totals.	Incidental to Engineering Department.									Grand Totals.
				Equipment.		Operating Expenses.							
				Offices.	Surveying and Drawing Instruments.	Engineering and Surveying.	Offices.	Repairs.	Supplies.	Travel.	Incidental Expenses.	Totals.	
General equipment,	-	-	-	$180 70	$234 45	-	-	-	-	-	-	$415 15	$415 15
General operating expenses,	-	-	-	-	-	$875 80	-	$72 30	$422 35	-	-	1,370 45	1,370 45
Parkways.													
Blue Hills,	$25,466 89	-	$25,466 89	-	-	3,050 05	$29 90	-	4 40	$69 18	$66 50	3,220 03	28,686 92
Blue Hills roads,	-	-	-	-	-	19 57	-	-	-	-	-	19 57	19 57
Fresh Pond,	-	-	-	-	-	3 50	-	-	72	-	05	4 27	4 27
Furnace Brook,	-	-	-	-	-	926 74	-	-	-	27 00	2 65	956 39	956 39
Lynnway,	11,233 49	-	11,233 49	-	-	1,162 42	-	-	19 15	35 00	5 29	1,221 86	12,455 35
Middlesex Fells,	7 89	-	7 89	-	-	360 62	-	-	-	-	1 80	362 42	370 31
Middlesex Fells roads,	-	-	-	-	-	617 17	-	-	3 40	29 28	14 90	664 75	664 75
Mystic Valley,	2 28	-	2 28	-	-	353 52	-	-	-	7 80	1 30	362 62	364 90
Nahant Beach,	-	-	-	-	-	21 30	-	-	-	36 06	1 55	58 91	58 91
Neponset River,	-	-	-	-	-	213 88	-	-	-	-	-	213 88	213 88
Revere Beach,	51,632 16	$261 17	51,893 33	-	-	2,905 77	-	-	10 00	40 00	33 29	2,989 06	54,882 39
Speedway (Charles River),	-	-	-	-	-	93 76	-	-	72	-	1 05	95 53	95 53
Spy Pond,	-	-	-	-	-	4 20	-	-	-	-	-	4 20	4 20
Parkway totals,	$88,342 71	$261 17	$88,603 88	-	-	$9,732 50	$29 90	-	$38 39	$244 32	$128 38	$10,173 49	$98,777 37

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TABLE 3. — *Summary of Vouchers of the Engineering Department, etc.* — Concluded.

	Construction and Maintenance.	Boundaries, Monuments, etc.	Totals.	Incidental to Engineering Department.									Grand Totals.
				Equipment.		Operating Expenses.							
				Offices.	Surveying and Drawing Instruments.	Engineering and Surveying.	Offices.	Repairs.	Supplies.	Travel.	Incidental Expenses.	Totals.	
Reservations.													
Beaver Brook,	-	-	-	-	-	$144 18	-	-	-	$6 00	$2 15	$152 33	$152 33
Blue Hills,	-	-	-	-	-	1,073 16	-	-	$5 00	33 48	8 10	1,119 74	1,119 74
Charles River,	$686 48	-	$686 48	-	-	3,002 28	-	-	33 62	16 50	96 95	3,149 35	3,835 83
Hemlock Gorge,	179 30	-	179 30	-	-	133 15	-	-	-	16 50	1 75	151 40	330 70
King's Beach,	-	-	-	-	-	12 00	-	-	-	-	20	12 20	12 20
Lynn Shore,	-	-	-	-	-	31 30	-	-	-	-	12 02	43 32	43 32
Middlesex Fells,	-	-	-	-	-	322 48	-	-	-	-	1 15	323 63	323 63
Mystic River,	-	-	-	-	-	1,392 39	-	-	30 55	-	36 30	1,459 24	1,459 24
Nantasket Beach,	-	-	-	-	-	158 19	-	-	-	-	3 50	161 69	161 69
Neponset River,	149 50	-	149 50	-	-	471 63	-	-	-	24 78	1 06	497 47	646 97
Quincy Shore,	-	-	-	-	-	543 06	-	-	-	-	2 70	545 76	545 76
Revere Beach,	-	-	-	-	-	298 15	-	-	2 57	-	95	301 67	301 67
Stony Brook,	-	-	-	-	-	130 57	-	-	-	-	30	130 87	130 87
Wellington Bridge (Middlesex Fells Parkway).	120,979 68	-	120,979 68	-	-	5,284 02	$138 93	-	-	-	105 06	5,528 01	126,507 69
Winthrop Shore,	-	-	-	-	-	220 52	-	-	-	-	95	221 47	221 47
Reservation totals,	$121,994 96	-	$121,994 96	-	-	$13,217 08	$138 93	-	$71 74	$97 26	$273 14	$13,798 15	$135,793 11
Grand totals,	$210,337 67	$261 17	$210,598 84	$180 70	$234 45	$23,825 38	$168 83	$72 30	$532 48	$341 58	$401 52	$25,757 24	$236,356 08

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Credit.													
General equipment, ...	-	-	-	-	$173 30	-	-	-	-	-	-	$173 30	$173 30
General operating expenses, .	-	-	-	-	-	-	-	-	-	$7 60	-	7 60	7 60
Blue Hills Parkway, ...	$461 66	-	$461 66	-	-	-	$3 30	-	-	-	-	3 30	464 96
Charles River Reservation, .	-	-	-	-	-	$793 55	-	-	$33 62	-	$63 35	890 52	890 52
Wellington Bridge, ...	-	-	-	-	-	-	10 26	-	-	-	-	10 26	10 26
Total credit, ...	$461 66	-	$461 66	-	$173 30	$793 55	$13 56	-	$33 62	$7 60	$63 35	$1,064 98	$1,546 64
Net expenditure, ...	$209,876 01	$261 17	$210,137 18	$180 70	$61 15	$23,031 83	$155 27	$72 30	$498 86	$333 98	$338 17	$24,672 26	$234,809 44

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TABLE 4. — *Summary of Engineering and Surveying.*

	Abandonments and Conveyances.	Boundaries, Plans, Staking and Monuments.	Construction and Maintenance, Incidental to Actual.	Construction, preliminary to.	General.	Land and Settlements, Surveys and Plans.	Permits.	Restrictions, Surveys and Plans.	Takings.	Topographical. Amount expended.	Topographical. Amount credited.	Topographical. Net expenditure.	Totals. Amount expended.	Totals. Amount credited.	Totals. Net Expenditure.
Parkways.															
Blue Hills,	$66 43	$2 28	$2,214 51	$139 40	$16 30	-	$511 13	$30 00	$70 00	-	-	-	$3,050 05	-	$3,050 05
Blue Hills roads,	-	-	-	18 67	90	-	-	-	-	-	-	-	19 57	-	19 57
Fresh Pond,	-	-	2 60	-	90	-	-	-	-	-	-	-	3 50	-	3 50
Furnace Brook,	59 30	69 80	10 50	536 96	-	$54 33	117 73	20 22	57 90	-	-	-	926 74	-	926 74
Lynnway,	-	-	772 55	378 87	11 00	-	-	-	-	-	-	-	1,162 42	-	1,162 42
Middlesex Fells,	38 50	53 20	17 70	-	8 10	24 87	87 60	34 35	60 50	$35 80	-	$35 80	360 62	-	360 62
Middlesex Fells roads,	-	-	-	611 37	5 80	-	-	-	-	-	-	-	617 17	-	617 17
Mystic Valley,	48 95	30 60	94 54	37 75	11 10	41 30	16 40	-	72 88	-	-	-	353 52	-	353 52
Nahant Beach,	-	-	-	-	-	21 30	-	-	-	-	-	-	21 30	-	21 30
Neponset River,	13 80	20 00	-	59 86	-	97 67	-	-	22 55	-	-	-	213 88	-	213 88
Revere Beach,	98 25	21 43	671 88	1,467 43	55 80	239 88	284 40	-	66 70	-	-	-	2,905 77	-	2,905 77
Speedway (Charles River),	-	-	5 20	23 66	6 70	-	13 40	-	-	44 80	-	44 80	93 76	-	93 76
Spy Pond,	-	-	-	-	-	1 40	-	-	2 80	-	-	-	4 20	-	4 20
Parkway totals,	$325 23	$197 31	$3,789 48	$3,273 97	$116 60	$480 75	$1,030 66	$84 57	$353 33	$80 60	-	$80 60	$9,732 50	-	$9,732 50

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Reservations.															
Beaver Brook,	$10 80	-	$50 15	-	$6 00	$16 50	-	-	-	$60 73	-	$60 73	$144 18	-	$144 18
Blue Hills,	26 40	$30 40	-	$399 57	-	14 80	$87 69	-	-	14 30	-	14 30	1,073 16	-	1,073 16
Charles River,	201 40	132 94	397 35	767 25	32 60	201 82	236 92	-	$96 95	935 05	$793 55	141 50	3,002 28	$793 55	2,208 73
Hemlock Gorge,	28 65	-	47 50	33 00	7 50	-	1 50	-	10 80	4 20	-	4 20	133 15	-	133 15
King's Beach,	-	-	12 00	-	-	-	-	-	-	-	-	-	12 00	-	12 00
Lynn Shore,	-	-	-	7 50	-	21 00	-	-	2 80	-	-	-	31 30	-	31 30
Middlesex Fells,	58 50	146 95	1 50	-	-	13 00	13 00	-	89 53	-	-	-	322 48	-	322 48
Mystic River,	73 76	-	-	549 33		57 05	12 70	$13 20	36 80	649 55	-	649 55	1,392 39	-	1,392 39
Nantasket Beach,	-	15 95	-	55 80	16 30	-	-	-	70 14	-	-	-	158 19	-	158 19
Neponset River,	190 68	93 00	1 50	14 57	-	68 55	61 40	-	41 93	-	-	-	471 63	-	471 63
Quincy Shore,	-	28 73	-	410 40	3 65	13 25	60 03	-	27 00	-	-	-	543 06	-	543 06
Revere Beach,	11 70	22 70	134 82	55 83	2 55	3 60	29 75	4 80	32 40	-	-	-	298 15	-	298 15
Stony Brook,	52 09	2 80	1 50	-	-	12 00	-	-	62 18	-	-	-	130 57	-	130 57
Wellington Bridge (Middlesex Fells Parkway).	-	-	4,612 80	642 95	-	-	28 27	-	-	-	-	-	5,284 02	-	5,284 02
Winthrop Shore,	-	23 20	50 85	-	48 47	44 45	49 35	-	4 20	-	-	-	220 52	-	220 52
Reservation totals,	$653 98	$496 67	$5,809 97	$3,436 20	$117 07	$466 02	$580 61	$18 00	$474 73	$1,663 83	$793 55	$870 28	$13,217 08	$793 55	$12,423 53
Miscellaneous,	-	-	-	-	875 80	-	-	-	-	-	-	-	875 80	-	875 80
Grand Totals,	$979 21	$693 98	$9,099 45	$6,710 17	$1,109 47	$946 77	$1,611 27	$102 57	$828 06	$1,744 43	$793 55	$950 88	$23,825 38	$793 55	$23,031 83

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TABLE 5. — *Prices paid for Principal Items of Construction.*

	PARKWAYS.				
	MIDDLESEX FELLS.		BLUE HILLS.	REVERE BEACH.	LYNNWAY.
CONTRACT No.,	57.	58.	60.	62.	62A.
Ballast.					
Gravel ballast (cubic yards),	$1 00	-	-	-	-
Stone ballast (tons, 2,000 pounds),	1 00	-	-	-	$1 30
Drains.					
10-inch vitrified pipe (lineal foot),	-	-	-	$0 36	40
12-inch vitrified pipe (lineal foot),	-	-	-	46	50
Edgestone.					
Furnishing and setting (lineal foot),	-	-	-	1 05	-
Setting (lineal foot),	-	-	-	25	-
Grading.					
Earth excavation (cubic yard),	40	-	-	40	40
Wet excavation or dredging (cubic yard),	45	-	-	-	-
Earth filling, furnished (cubic yard),	-	-	-	60	-
Earth filling from beach (cubic yard),	-	-	-	-	40
Gutters.					
Vitrified brick, paved (square yard),	-	-	-	2 10	-
Lumber.					
Spruce lumber, in place (1,000 feet B. M.),	38 00	-	-	-	-
Masonry.					
Brick (cubic yard),	-	-	-	12 00	13 00
First-class stone (cubic yard),	27 00	-	-	-	30 00
Second-class stone (cubic yard),	6 50	-	-	-	9 00
Piles (in Place).					
Spruce, length 26 to 30 feet inclusive,	3 50	-	-	-	-
Spruce, length 31 to 35 feet inclusive,	4 00	-	-	-	-
Spruce, length 36 to 40 feet inclusive,	4 50	-	-	-	-
Surfacing.					
Broken stone roadway (square yard),	-	-	-	50	-
Wood block roadway, 4-inch (square yard),	-	{$2 50 / 2 25}	-	-	-
Wood block roadway including concrete base,	-	-	$3 50	-	-
Vitrified brick, roadway (square yard),	-	-	-	2 20	-
Gravel walk (square yard),	-	-	-	25	-
Loam (cubic yard),	-	-	-	30	-
Loam, including furnishing (cubic yard),	-	-	-	1 20	-
Surfacing gravel (cubic yard),	-	-	-	-	85
Riprap paving (square yard),	-	-	-	-	1 50

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SPECIAL REPORT RELATIVE TO A METROPOLITAN PARK RAILWAY.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled.

The Metropolitan Park Commission submits herewith a special report in regard to the advisability of establishing a metropolitan park railway, as directed by chapter 135 of the Acts of 1903. The text of the act is as follows: —

AN ACT RELATIVE TO A METROPOLITAN PARK RAILWAY.

Be it enacted, etc., as follows:

SECTION 1. The board of metropolitan park commissioners shall report to the next general court as to the advisability of establishing a metropolitan park railway through the whole or parts of the metropolitan park system and other parks in the cities and towns within the metropolitan park district, and shall submit an estimate of the probable cost of construction and operation of the railway and a statement of the best route therefor, and shall suggest the rules and regulations under which such railway may be maintained.

SECTION 2. This act shall take effect upon its passage. [*Approved March 7, 1903.*

The Commission has carefully considered this Act, and has given a well-advertised and well-attended public hearing, at which opportunity was afforded for expression of general public opinion in regard to the provisions of the Act, and in other ways has added to the information which was in its possession at the time of the passage of the Act. The Act carries no appropriation and probably intended no more detailed investigation; in any event, the conclusions reached by the Board make further detailed investigation unnecessary at this time.

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The most important facts bearing upon the conclusions reached, and stated at the end of this report, are as follows: —

The parks referred to in the Act as "other parks in the cities and towns within the metropolitan park district" are assumed to be those which have been acquired or are controlled by the various municipalities within the Metropolitan Parks District. These parks are not within the jurisdiction of this Board, and as to them it is possible to express only the general opinion that they have not in general been acquired with reference to the establishing of electric railways within their limits, and that probably electric railways could not be located within them except at great sacrifice of their beauty and usefulness. The Metropolitan Parks System, however, includes parks or reservations, and parkways or boulevards, of widely different size and character, through certain of which it will be possible to locate electric railways upon reasonable lines. Indeed, it may be said that the possibility of such locations was considered and provided for in the preparation of the plans for the acquirement of certain of the reservations and parkways; and that, even before the passage of the Act requiring this report, it was determined as a policy of the Board that it would consider, with a view to granting locations, such petitions as contemplated reasonable lines of approach by electric railway to the borders of the larger woods reservations, or of entrance to suitable points of general public concourse within the reservations, or of passage through the reservations to provide for necessary connections between lines in outlying towns and main lines leading towards Boston.

Electric railways have been constructed anew, or extended, by various public service corporations since the Metropolitan Parks District was begun to points of reasonable access to the Blue Hills by Randolph Avenue and by Blue Hill and Canton avenues, to Stony Brook Woods by Washington Street, to Charles River at various points of public concourse, and to Beaver Brook; and lines leading to Revere Beach and to the outskirts of Middlesex Fells have been improved. Authority to grant locations for electric railways within the Metropolitan Parks District has been

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granted to this Board by chapter 413 of the Acts of 1900. Under this authority the Commission has granted locations to provide improved connection between Milton and Boston, and better facilities for reaching the Blue Hills; and has prepared plans which will permit provision to be made for improved electric railway approach to Revere Beach over the Saugus River Bridge, now under construction, and to Nahant Shore; and has now under consideration petitions for locations by Fellsway to Middlesex Fells and through the Fells to Stoneham, and for a relocation of the electric railway at Nantasket Beach as soon as funds are provided for the improvement of that reservation. Locations are granted by this Board when, after careful study and advice from the Landscape Architect, the Engineer, and, if necessary, special experts, it is found possible to provide by suitable terms of grant for preserving the beauty and usefulness of the reservations and parkways, and for attractive and substantial construction and reasonable car service and for reasonable compensation for the use of the location granted. This Board has no authority to build or operate electric railways nor to require public-service corporations to build or operate within the Metropolitan Parks System, nor to require or provide for connections with electric railways without the park system; but has, nevertheless, deemed it a wise provision, in granting locations, to include in the terms of the grant a provision requiring the corporation to which the grant is made to allow other companies to operate over the same line upon reasonable terms, or to allow the Commonwealth to operate over the same line or to acquire the location and equipment upon reasonable terms.

Thus far public-service corporations have shown a general readiness to provide electric railway transportation facilities adequate to the probable use by the public, and a willingness to conform to the requirements which this Board has deemed necessary for public safety and convenience. One location only — that over Wellington Bridge — has been declined because of terms in the grant which reserved the right to require the use of the location for other companies. At the public hearing given upon the Act requiring this

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report there was a general expression of public desire for a line of electric railway over Wellington Bridge and by Fellsway to and through Middlesex Fells to a connection with electric railways in Stoneham; and there was equally strong expression of approval of the provision in the previous grant above referred to, which was intended to preserve the opportunity of providing for such approach to the reservation and to the towns beyond. So far as this Board has been able to discover, there is no present need of an electric railway to provide transportation to any other reservation of the Metropolitan Parks System, and since the hearing petitions for locations to cover the routes suggested at the hearing have been filed by the Boston Elevated and the Boston & Northern street railway companies. A preliminary study is now being made to determine whether such route can be laid out with reasonable regard to serving public convenience, and at the same time to preserving the beauty and usefulness of the parkway and reservation. These preliminary studies will necessarily consume some time, as they will involve consideration of the terms upon which public rights may be preserved in anticipation of the possibility of an extension of the parkway across Somerville and Cambridge to a connection with the lines of electric railway west and south of Boston, — an extension which would probably provide the opportunity for a location for a line which would be as useful and valuable as any which could be suggested for a metropolitan park railway.

In addition to the facts above set forth, it is to be borne in mind that the work of providing a Metropolitan Parks System, which was begun only ten years ago, has proceeded towards completion with greater rapidity and along broader and more comprehensive lines than any other park work heretofore known. In this rapid work great care has been taken to provide for future needs, yet the public spirit which has been impatient to seize almost lost opportunities is now turned to conservatism by fear of determining too freely problems of development and management before the tendencies of the great metropolitan population are clearly shaped by readjustment to the new conditions so suddenly

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created by metropolitan improvements. There must be a care against being over-influenced by alleged public necessities to the point of disregarding the fundamental purpose which moved the public to enter upon the acquirement of the Metropolitan Parks System. This purpose was so well stated in the sentence with which Charles Eliot, Landscape Architect, opened his report to the preliminary Commission which recommended the park system to the Legislature of 1893, that his words may wisely be repeated at this time: "The life history of humanity has proved nothing more clearly than that crowded populations, if they would live in health and happiness, must have space for air, for light, for exercise, for rest, and for the enjoyment of that peaceful beauty of nature, which, because it is the opposite of the noisy ugliness of towns, is so wonderfully refreshing to the tired souls of townspeople."

The facts above stated may be briefly re-stated as follows: this commission has power over the parks of the Metropolitan Parks System only; other parks of the Metropolitan Parks District are, in general, unsuited for electric railway locations; the Metropolitan Parks System has been acquired with careful thought as to providing direct transportation by electric railways; public-service corporations have made rapid progress in providing for all necessary transportation to the reservations; the Commission has now authority to grant locations within the Metropolitan Parks System, and that authority has thus far been sufficient for all necessities which have clearly manifested themselves.

Upon the above facts, the Commission is of the opinion that there is no present need of a metropolitan park railway, that is, a railway to be built by the Commonwealth, and that present action towards authorizing such railway is unnecessary, and that it is, therefore, unadvisable for the Board at this time to attempt to define a route or to make any estimates of cost or to present any rules for such a railway.

While reaching these conclusions, this Board is of the opinion, however, that future events may make it advisable to ask for authority to construct an electric railway or to provide other means of transportation which the public-

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service corporations are unwilling to provide, because of a fear of inadequate financial return or because of the terms in the grant which are objectionable to them, although necessary for preserving the usefulness of the Park System or for ensuring adequate public service. If necessity for such authority arises, this Board will feel that the intention of the Act under which this report is made will require it to suggest the necessary legislation.

Respectfully submitted,

WILLIAM B. DE LAS CASAS,
EDWIN B. HASKELL,
EDWIN U. CURTIS,
DAVID N. SKILLINGS,
ELLERTON P. WHITNEY,
Metropolitan Park Commissioners.

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FINANCIAL STATEMENT.

DEC. 1, 1902, TO DEC. 1, 1903.

Metropolitan Parks Loan,				$7,280,000 00
Receipts from bath-house, sales, etc.,				198,334 01
				$7,478,334 01

Expenditures.

General expense: —				
Engineering: —				
Pay rolls,	$1,027 39			
Expenses,	872 19			
		$1,899 58		
Landscape Architects, services,		8 96		
Legal,		2,694 68		
Claims,		730 00		
			$5,333 22	
Blue Hills Reservation: —				
Land,		$1,512 00		
Construction, labor and materials,		756 10		
Engineering: —				
Pay rolls,	$1,073 16			
Expenses,	46 58			
		1,119 74		
Landscape Architects: —				
Services,	$215 42			
Expenses,	20 54			
		235 96		
Legal,		12 40		
			3,636 20	
Middlesex Fells Reservation: —				
Engineering: —				
Pay rolls,	$322 48			
Expenses,	1 15			
		$323 63		
Am'ts carried forward,		$323 63	$8,969 42	$7,478,334 01

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Am'ts brought forward,		$323 63	$8,969 42	$7,478,334 01
Landscape Architects: —				
Services, . .	$950 39			
Expenses, . .	106 34			
		1,056 73		
Legal, ...		139 45		
			1,519 81	
Revere Beach Reservation: —				
Land, ...		$22,936 46		
Engineering: —				
Pay rolls, . .	$298 15			
Expenses, . .	1 12			
		299 27		
Landscape Architects: —				
Services, . .	$107 86			
Expenses, . .	17 90			
		125 76		
Land experts, . . .		958 67		
Legal, ...		26 30		
Miscellaneous, . . .		2 40		
			24,348 86	
Stony Brook Reservation: —				
Engineering: —				
Pay rolls, . .	$130 57			
Expenses, . .	30			
		$130 87		
Landscape Architects: —				
Services, . .	$731 96			
Expenses, . .	8 33			
		740 29		
Sewer connection, . .		35 00		
			906 16	
Beaver Brook Reservation: —				
Construction, labor and material, ...		$632 94		
Engineering: —				
Pay rolls, . .	$144 18			
Expenses, . .	2 15			
		146 33		
Landscape Architects: —				
Services, . .	$1,135 94			
Expenses, . .	92 75			
		1,228 69		
			2,007 96	
Amounts carried forward, . . .			$37,752 21	$7,478,334 01

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Amounts brought forward, . . .			$37,752 21	$7,478,334 01
Hemlock Gorge Reservation: —				
Construction, labor and material, ...		$121 64		
Engineering: —				
Pay rolls, . .	$133 15			
Expenses, . .	18 25			
		151 40		
Land experts, . . .		327 20		
Legal, ...		2 00		
			602 24	
Charles River Reservation: —				
Land, ...		$22,805 51		
Construction: —				
Contract, headquarters building, partial, .	$7,100 00			
Labor and materials, . .	2,111 05			
		9,211 05		
Engineering: —				
Pay rolls, . .	$1,932 79			
Expenses, . .	117 29			
		2,050 08		
Landscape Architects: —				
Services, . .	$1,672 50			
Expenses, . .	126 07			
		1,798 57		
Land experts, . . .		1,335 00		
Legal, ...		1,130 78		
J. R. Freeman, expert services, ...		192 32		
			38,523 31	
Neponset River Reservation: —				
Land, ...		$22,027 94		
Engineering: —				
Pay rolls, . .	$471 63			
Expenses, . .	25 84			
		497 47		
Landscape Architects, services, ...		25 00		
Land experts, . . .		4,403 10		
Legal, ...		235 72		
Loam, ...		149 50		
			27,338 73	
Amounts carried forward, . . .			$104,216 49	$7,478,334 01

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Amounts brought forward, . . .			$104,216 49	$7,478,334 01
Mystic River Reservation: —				
Land, ...		$47,810 00		
Engineering: —				
Pay rolls, ..	$1,728 45			
Expenses, . .	211 42			
		1,939 87		
Landscape Architects: —				
Services, . .	$442 85			
Expenses, . .	37 18			
		480 03		
Land experts, . . .		550 00		
Legal, ...		76 85		
			50,856 75	
Lynn Shore Reservation: —				
Land, ...		$23,000 00		
Engineering: —				
Pay rolls, . .	$31 30			
Expenses, . .	12 02			
		43 32		
Legal, ...		1 58		
Claims, ...		75 00		
			23,119 90	
Quincy Shore Reservation: —				
Land, ...		$14,233 83		
Engineering: —				
Pay rolls, . .	$555 26			
Expenses, . .	5 70			
		560 96		
Landscape Architects: —				
Services, . .	$114 78			
Expenses, . .	9 31			
		124 09		
Land experts, . . .		445 00		
Legal, ...		28 81		
			15,392 69	
Winthrop Shore Reservation: —				
Land, ...		$5,499 63		
Engineering: —				
Pay rolls, . .	$220 52			
Expenses, . .	95			
		221 47		
Land experts, . . .		25 00		
Legal, ...		92 85		
			5,838 95	
Amounts carried forward, . . .			$199,424 78	$7,478,334 01

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Amounts brought forward, . . .			$199,424 78	$7,478,334 01
King's Beach Reservation: —				
Engineering: —				
Pay rolls, ...		$12 00		
Expenses, ...		20		
			12 20	
Wellington bridge: —				
Construction: —				
Contract, partial, .	$112,470 30			
Labor and materials, . .	3,301 55			
		$115,771 85		
Engineering: —				
Pay rolls, . .	$5,284 02			
Expenses, . .	269 37			
		5,553 39		
Drawtender, ...		540 00		
Advertising, ...		195 11		
Supplies, ...		42 55		
Miscellaneous, . . .		34 50		
			122,137 40	
			$321,574 38	
Amounts charged to Dec. 1, 1902, . .			6,729,259 89	
				7,050,834 27
Balance in hands of State Treasurer, ...				$427,499 74
Metropolitan Parks Loan, Series II., ...				$3,885,000 00
Receipts from sales, etc., ...				29,907 41
				$3,914,907 41
Expenditures.				
General expense: —				
Engineering: —				
Pay rolls, . .	$462 26			
Expenses, . .	301 56			
		$763 82		
Landscape Architects: —				
Services, . .	$276 16			
Expenses, . .	33 64			
		309 80		
Legal, ...		1,407 76		
Claims, ...		1,986 75		
Miscellaneous, . . .		13 75		
			$4,481 88	
Amounts carried forward, . . .			$4,481 88	$3,914,907 41

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Amounts brought forward, . . .			$4,481 88	$3,914,907 41
Blue Hills Parkway: —				
Construction: —				
Contract, Mattapan bridge, .	$8,488 51			
Labor and materials, . .	9,880 33			
		$18,368 84		
Engineering: —				
Pay rolls, . .	$3,050 05			
Expenses, . .	191 73			
		3,241 78		
Landscape Architects: —				
Services, . .	$12 50			
Expenses, . .	1 50			
		14 00		
Legal, ...		11 80		
Miscellaneous, . . .		12 16		
			21,648 58	
Middlesex Fells Parkway: —				
Land, ...		$9,591 41		
Engineering: —				
Pay rolls, . .	$360 62			
Expenses, . .	9 69			
		370 31		
Landscape Architects: —				
Services, . .	$63 76			
Expenses, . .	20 70			
		84 46		
Legal, ...		447 35		
Claims, ...		130 00		
Miscellaneous, . . .		2 40		
			10,625 93	
Mystic Valley Parkway: —				
Land, ...		$5,199 20		
Construction, labor and materials, ...		4,058 73		
Engineering: —				
Pay rolls, . .	$353 52			
Expenses, . .	11 38			
		364 90		
Landscape Architects: —				
Services, . .	$71 76			
Expenses, . .	4 20			
		75 96		
Land experts, . . .		260 00		
Legal, ...		44 30		
			10,003 09	
Amounts carried forward, . . .			$46,759 48	$3,914,907 41

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Amounts brought forward, . . .			$46,759 48	$3,914,907 41
Revere Beach Parkway: —				
Land, ...		$66,757 72		
Construction: —				
Contracts, .	$36,282 79			
Labor and materials, .	13,999 01			
		50,281 80		
Engineering: —				
Pay rolls, .	$2,521 98			
Expenses, . .	359 47			
		2,881 45		
Landscape Architects: —				
Services, . .	$168 42			
Expenses, . .	7 74			
		176 16		
Land experts, . . .		3,970 46		
Legal, ...		124 25		
Claims, ...		150 00		
Bound stones, . . .		261 17		
Miscellaneous, . . .		4 00		
			124,607 01	
Neponset River Parkway: —				
Engineering: —				
Pay rolls, . .	$213 88			
Expenses, . .	37 61			
		$251 49		
Landscape Architects: —				
Services, . .	$97 16			
Expenses, . .	4 33			
		101 49		
Land experts, . . .		75 00		
Legal, ...		46 00		
			473 98	
Fresh Pond Parkway: —				
Engineering: —				
Pay rolls, . .	$3 50			
Expenses, . .	77			
		$4 27		
Landscape Architects: —				
Services, . .	$14 00			
Expenses, . .	3 59			
		17 59		
			21 86	
Furnace Brook Parkway: —				
Land, ...		$39,630 82		
Engineering: —				
Pay rolls, . .	$920 74			
Expenses, . .	8 65			
		929 39		
Am'ts carried forward, . .		$40,560 21	$171,862 33	$3,914,907 41

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Am'ts brought forward, .		$40,560 21	$171,862 33	$3,914,907 41
Landscape Architects: —				
Services, . .	$34 88			
Expenses, . .	4 06			
		38 94		
Land experts, . . .		75 00		
Legal, ...		173 40		
Claims, ...		375 00		
Repairs to dam, . . .		200 00		
			41,422 55	
Nahant Beach Parkway: —				
Land, ...		$65,940 78		
Engineering, pay rolls, .		21 30		
Land experts, . . .		1,137 69		
Legal, ...		25 00		
			67,124 77	
Charles River Speedway: —				
Engineering: —				
Pay rolls, ...		$93 76		
Expenses, ...		1 77		
			95 53	
Blue Hills Roads: —				
Engineering, pay rolls, .		$19 57		
			19 57	
Middlesex Fells Roads: —				
Engineering: —				
Pay rolls, ...		$617 57		
Expenses, ...		17 90		
			635 47	
Lynnway: —				
Construction: —				
Contract, partial, . .	$9,523 82			
Labor and material, . .	28 99			
		$9,552 81		
Engineering: —				
Pay rolls, . .	$1,162 42			
Expenses, . .	106 45			
		1,268 87		
Advertising, ...		111 76		
			10,933 44	
Amounts carried forward, . . .			$292,093 66	$3,914,907 41

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Amounts brought forward, . . .			$292,093 66	$3,914,907 41
Spy Pond Parkway: —				
Engineering, pay rolls, .		$4 20		
Landscape Architects: —				
Services, . .	$22 30			
Expenses, . .	2 94			
		25 24		
			29 44	
			$292,123 10	
Amount charged to Dec. 1, 1902, . .			3,205,152 93	
				3,497,276 03
Balance in hands of State Treasurer, ...				$417,631 38
Nantasket Beach Loan, ...				$700,000 00
Receipts from rents, etc., ...				5,881 50
				$705,881 50
Land, ...		$4,419 94		
Engineering: —				
Pay rolls, . .	$158 19			
Expenses, . .	3 50			
		161 69		
Landscape Architects: —				
Services, . .	$12 76			
Expenses, . .	12			
		12 88		
Legal, ...		188 60		
			$4,783 11	
Amount charged to Dec. 1, 1902, . .			699,361 78	
				704,144 89
				$1,736 61

METROPOLITAN PARKS SYSTEM MAINTENANCE.

Appropriation for 1903, ...			$139,293 00
	Expenditures.		
General expense: —			
Salaries, ...		$9,550 00	
Rent, ...		2,291 53	
Stationery, ...		950 56	
Travelling expenses, . .		277 36	
Telephones, ...		573 24	
Office expenses, ...		419 97	
Maps and books, ...		516 82	
Am'ts carried forward, .		$14,579 48	$139,293 00

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Am'ts brought forward, .	$14,579 48		$139,293 00
Advertising rules, . .	482 23		
Police, ...	114 90		
Legal, ...	110 00		
Exchange of typewriter, .	45 00		
Photographs, . . .	17 60		
Miscellaneous, . . .	122 20		
		$15,471 41	
Blue Hills Reservation: —			
Labor, ...	$7,437 02		
Police, ...	8,374 69		
Forestry, ...	4,745 17		
General supplies, . . .	495 45		
Keep of horses, . . .	2,386 68		
Horses, carriages, etc., .	813 83		
Repairs to buildings, . .	623 37		
Drinking fountain, . .	152 09		
Architects' services, . .	56 75		
Telephones, ...	171 71		
Lighting, ...	66 66		
Miscellaneous, . . .	13 40		
		25,336 82	
Middlesex Fells Reservation: —			
Labor, ...	$18,231 60		
Police, ...	6,912 57		
Forestry, ...	640 93		
General supplies, . . .	1,096 29		
Keep of horses, . . .	1,149 42		
Horses, carriages, etc., .	243 34		
Telephones, ...	171 04		
Lighting, ...	429 96		
Repairs, ...	76 66		
Travelling, ...	68 60		
Animals, ...	257 50		
Sewer assessment, . .	24 65		
Water rates, ...	8 00		
Express, ...	50 57		
Miscellaneous, . . .	13 67		
		29,374 80	
Revere Beach Reservation: —			
Labor, ...	$5,206 81		
Police, ...	15,925 93		
Lighting, ...	1,888 65		
Am'ts carried forward, .	$23,021 39	$70,183 03	$139,293 00

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Am'ts brought forward, .	$23,021 39	$70,183 03	$139,293 00
Watering, ...	513 83		
General supplies, . . .	489 92		
Keep of horses, . . .	428 26		
Horses, carriages, etc., .	216 58		
Telephones, ...	282 03		
Travelling, ...	47 56		
Bulkhead, ...	187 50		
Settees, ...	122 20		
Advertising rules, . .	56 00		
Bathing checks, . . .	52 50		
Miscellaneous, ...	52 33		
		25,470 10	
Stony Brook Reservation: —			
Labor, ...	$2,134 50		
Police, ...	1,165 26		
General supplies, . . .	72 00		
Keep of horses, . . .	195 55		
Horses, carriages, etc., .	44 60		
Telephones, ...	51 20		
Repairs, ...	89 60		
Water rates, ...	18 00		
Miscellaneous, ...	4 18		
		3,774 89	
Beaver Brook Reservation: —			
Labor, ...	$1,451 63		
Police, ...	93 88		
General supplies, . . .	102 63		
Keep of horses, . . .	139 92		
Horses, carriages, etc., .	90 97		
Telephones, ...	60 30		
Repairs, ...	116 87		
Miscellaneous, ...	4 50		
		2,060 70	
Hemlock Gorge Reservation: —			
Labor, ...	$722 40		
Police, ...	1,035 28		
General supplies, . . .	33 31		
Telephones, ...	17 48		
Water rates, ...	14 00		
Flag, ...	6 50		
		1,828 97	
Amounts carried forward, ...		$103,317 69	$139,293 00

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Amounts brought forward, . . .		$103,317 69	$139,293 00
Charles River Reservation, Riverside Section: —			
Labor, ...	$1,438 96		
Police, ...	4,617 53		
General supplies, . .	641 65		
Telephones, ...	140 17		
Travelling expenses, . .	98 69		
Repairs, ...	81 48		
Boats, ...	235 00		
Rubbish barrels, . . .	44 40		
Water rates, ...	15 43		
Lighting, ...	15 00		
Signs, ...	12 00		
Miscellaneous, . . .	16 60		
		7,356 91	
Charles River Reservation, Speedway Section: —			
Labor, ...	$9,277 21		
Police, ...	5,733 36		
General supplies, . . .	1,069 20		
Watering, ...	1,877 20		
Keep of horses, . . .	270 11		
Horses, carriages, etc., .	537 26		
Telephones, ...	98 81		
Repairs, ...	116 33		
Fence, ...	166 59		
Sheds, ...	61 61		
Water rates, ...	42 00		
Boat, oars, etc., . . .	40 20		
Lighting, ...	18 40		
Travelling, ...	15 10		
Miscellaneous, . . .	22 94		
		19,846 32	
Neponset River Reservation: —			
Labor, ...	$1,081 10		
Forestry, ...	514 30		
General supplies, . . .	12 98		
		1,608 38	
Mystic River Reservation: —			
Labor, ...	$406 57		
Police, ...	718 45		
Sewer connection, . .	73 70		
Am'ts carried forward, .	$1,198 72	$131,629 30	$139,293 00

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Am'ts brought forward, .	$1,198 72	$131,629 30	$139,293 00
Telephones, ...	25 60		
Advertising sales of buildings, ...	6 62		
Supplies, ...	3 70		
		1,234 64	
Lynn Shore and King's Beach Reservations: —			
Labor, ...	$174 00		
Police, ...	995 36		
Advertising rules, . .	67 50		
General supplies, . . .	8 27		
		1,245 13	
Quincy Shore Reservation: —			
Labor, ...	$21 60		
Police, ...	55 00		
General supplies, . . .	7 30		
		83 90	
Winthrop Shore Reservation: —			
Labor, ...	$926 83		
Police, ...	952 77		
Watering, ...	661 89		
Lighting, ...	588 00		
Sidewalk construction, .	1,743 60		
General supplies, . . .	147 73		
Telephones, ...	66 75		
		5,087 57	
			139,280 54
Balance, ...			$12 46

METROPOLITAN PARKS BOULEVARD MAINTENANCE.

Appropriation for 1903, ...		$79,021 00
Expenditures.		
General expense: —		
Salaries, ...	$7,850 83	
Rent, ...	3,176 36	
Stationery and printing, .	920 48	
Telephones, ...	533 49	
Maps and books, ...	370 94	
Office expenses, ...	356 01	
Plan case, etc., ...	246 00	
Advertising rules, . .	208 15	
Travelling expenses, . .	283 96	
Am'ts carried forward, .	$13,946 22	$79,021 00

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Am'ts brought forward, .	$13,946 22		$79,021 00
Typewriter, ...	85 50		
Book cases, ...	78 50		
Photographs, . . .	44 58		
Advertising and report on hearing (chapter 135, Acts of 1903), . . .	44 75		
Police, ...	37 15		
Desk, ...	30 00		
Filing cabinet, . . .	18 00		
Miscellaneous, . . .	12 28		
		$14,296 98	
Blue Hills Parkway: —			
Labor, ...	$2,872 29		
Police, ...	3,244 43		
Watering, ...	1,681 07		
Lighting, ...	2,430 00		
Horses, carriages, etc., .	185 00		
Telephones, ...	75 74		
General supplies, . .	13 61		
Miscellaneous, . . .	2 00		
Broken stone, . . .	846 75		
		11,350 89	
Middlesex Fells Parkway: —			
Labor, ...	$6,698 54		
Police, ...	6,054 65		
Watering, ...	1,666 46		
Lighting, ...	6,030 00		
General supplies, . . .	653 69		
Telephones, ...	120 30		
Miscellaneous, . . .	24 35		
		21,247 99	
Mystic Valley Parkway: —			
Labor, ...	$4,281 09		
Police, ...	2,732 17		
Watering, ...	876 19		
Lighting, ...	2,610 48		
General supplies, . .	255 68		
Heater, ...	180 98		
Telephones, ...	86 00		
Horses, carriages, etc., .	37 30		
Keep of horses, . . .	19 05		
Miscellaneous, . . .	30 00		
		11,108 94	
Amounts carried forward, . . .		$58,004 80	$79,021 00

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Amounts brought forward, . . .		$58,004 80	$79,021 00
Revere Beach Parkway: —			
Labor, ...	$3,033 53		
Police, ...	5,177 50		
Watering, ...	3,645 17		
Lighting, ...	4,138 69		
General supplies, . . .	233 26		
Horses, carriages, etc., .	141 95		
Keep of horses, . . .	114 50		
Water connection, . .	101 75		
Use of steam roller, . .	150 00		
Painting bridge, . . .	246 67		
Telephones, ...	115 54		
Miscellaneous, ...	2 15		
		17,100 71	
Nahant Beach Parkway: —			
Labor, ...	$779 00		
Police, ...	941 34		
Telephones, ...	127 02		
General supplies, . .	84 87		
Canvas covers, . . .	120 00		
Travelling expenses, . .	11 75		
Miscellaneous, ...	1 45		
		2,065 43	
Fresh Pond Parkway: —			
Labor, ...	$240 80		
Police, ...	966 81		
Watering, ...	47 25		
Lighting, ...	450 00		
Horses, carriages, etc., .	70 00		
		1,774 86	
Furnace Brook Parkway: —			
Labor, ...	$55 90		
		55 90	
			79,001 70
Balance, ...			$19 30

NANTASKET BEACH MAINTENANCE.

Appropriation for 1903, ...		$16,200 00
Expenditures.		
Labor, ...	$2,049 36	
Police, ...	10,220 14	
General supplies, ...	708 23	
Amounts carried forward, . . .	$12,977 73	$16,200 00

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Amounts brought forward, ...		$12,977 73	$16,200 00
Watering, ...		663 60	
Lighting, ...		986 85	
Repairs to buildings, etc., ...		753 30	
Water rates, ...		295 00	
Telephones, ...		156 19	
Furnishings, ...		68 37	
Travelling expenses, ...		59 54	
Express, ...		24 46	
Drinking fountain, ...		20 56	
Stop watches, ...		11 05	
Work on drain pipe, ...		8 92	
Bathing checks, ...		7 50	
Miscellaneous, ...		161 04	
			16,194 11
Balance, ...			$5 89

METROPOLITAN PARKS EXPENSE FUND.

Balance Jan. 1, 1903, ...			$33,156 58
Receipts, 1903, ...			72,238 78
			$105,395 36
	Expenditures.		
General expense: —			
Telephones, ...	$1 89		
		$1 89	
Blue Hills Reservation: —			
Moving sergeant's house and stable, ...	$4,846 90		
Police signal system, . .	3,667 61		
Miscellaneous labor, . .	498 55		
Architects' plans, . . .	190 00		
Water rates, ...	32 00		
Bound stones, ...	21 45		
Telephone, ...	3 20		
		9,259 71	
Middlesex Fells Reservation: —			
Repairs to house, . . .	$67 93		
Drain pipe, etc., ...	84 18		
Circular saws, ...	40 00		
Water rates, ...	13 00		
Telephone, ...	5 36		
		210 47	
Amounts carried forward, ...		$9,472 07	$105,395 36

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Amounts brought forward, . . .			$9,472 07	$105,395 36
Revere Beach Reservation: —				
Bath-house: —				
Pay rolls, .	$15,813 13			
Electric wiring,	4,458 75			
Bathing suits, .	2,025 83			
Lighting, . .	1,608 46			
Coal, . . .	1,135 00			
Bath-house supplies, . .	840 74			
Paint, . .	725 10			
Addition to women's toilet,	405 00			
Pump, . .	390 00			
Engine-room supplies, .	322 26			
Lumber, . .	210 19			
Stockings, . .	196 15			
Findings, . .	185 29			
Buttonhole machine, . .	150 00			
Button-sewing machine, .	150 00			
Hardware, .	138 39			
Medicines and attendance, .	131 90			
Towels, . .	120 90			
Sewing machine,	106 64			
Repairs, . .	104 91			
Uniforms, . .	101 77			
Rubber rings, .	80 00			
Dory, . .	65 00			
Water rates, .	52 61			
Telephones, .	46 87			
Pointing wall, .	46 45			
Tickets, . .	38 50			
Door, . .	22 50			
Stationery, .	19 55			
Sewing machine table, . .	10 95			
Mirrors, . .	8 75			
Express, . .	7 50			
Frames, . .	6 20			
Miscellaneous, .	37 55			
		$29,762 84		
Am'ts carried forward, .		$29,762 84	$9,472 07	$105,395 36

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Am'ts brought forward, .	$29,762 84	$9,472 07	$105,395 36
Superintendent's house, balance construction, . .	2,401 25		
Grading at Superintendent's house, ...	668 00		
Repairs and alterations to stable, ...	787 96		
Grading Revere Street, .	270 50		
Setting edgestone, . .	429 00		
Repairs to Ocean Avenue, .	187 50		
Fence, ...	92 60		
Filling cellar, ...	49 00		
Lighting Point of Pines extension, ...	12 00		
Miscellaneous, ...	21 25		
		34,681 90	
Stony Brook Reservation: —			
Water rates, ...	$48 00		
Repairs to stable, . .	38 56		
Repairs to house, Washington Street, ...	18 00		
		104 56	
Hemlock Gorge Reservation: —			
Painting shelter, ...	$105 00		
Repairs to house, ...	22 06		
Water rates, ...	18 76		
		145 82	
Charles River Reservation: —			
Riverside Section: —			
Rent, ...	$300 00		
Construction, Moody Street, ...	257 99		
Plans, headquarters, . .	100 00		
Fence, ...	98 19		
Water rates, ...	46 87		
Miscellaneous, ...	20		
		803 25	
Speedway Section: —			
Repairs to wharf (Gillespie & Pierce), . .	$288 00		
		288 00	
Amounts carried forward, ...		$45,495 60	$105,395 36

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Amounts brought forward, . . .		$45,495 60	$105,395 36
Neponset River Reservation: —			
Sewer connection, . .	$124 94		
Range, ...	56 00		
		180 94	
Mystic River Reservation: —			
Water rates, ...	$56 00		
Miscellaneous, . . .	13 20		
		69 20	
Winthrop Shore Reservation: —			
Sidewalk construction, .	$3,156 88		
		3,156 88	
Blue Hills Parkway: —			
Road repairs, . . .	$447 00		
Telephone, ...	3 45		
		450 45	
Mystic Valley Parkway: —			
Repairs (Russell, Powers, Meagher and Carter houses), ...	$21 75		
Water rates, ...	16 50		
		38 25	
Revere Beach Parkway: —			
Police signal system, . .	$3,000 00		
Repairs, Gladstone Street house, ...	48 63		
Water rates, ...	33 18		
		3,081 81	
Neponset River Parkway: —			
Water rates, ...	$12 00		
		12 00	
Nantasket Beach Reservation: —			
Bath-house: —			
Pay rolls, . .	$4,606 67		
Coal, . . .	1,438 41		
Water rates, .	260 60		
Bathing suits, .	156 00		
Bath-house supplies, . .	145 57		
Am'ts carried forward, .	$6,607 25	$52,485 13	$105,395 36

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Am'ts brought forward,	$6,607 25		$52,485 13	$105,395 36
Paint,	135 42			
Repairs,	89 37			
Engine-room supplies,	55 54			
Towels,	46 50			
Uniforms,	40 98			
Telephones,	35 52			
Caps,	30 25			
Medicines and attendance,	29 95			
Lighting,	23 68			
Stationery,	16 35			
Bath robe,	10 15			
Findings,	9 90			
Rubber rings,	8 75			
Badges,	5 00			
Brushes and combs,	4 00			
Hardware,	3 95			
Rope mat,	2 75			
Miscellaneous,	2 90			
		$7,158 21		
Dormitory, repairs and alterations,		2,771 29		
Hotel and café, repairs and alterations,		319 71		
Walworth Manufacturing Company,		189 03		
Land,		141 39		
Pipe,		108 00		
Hingham Fire Department,		89 00		
Legal,		14 70		
Pipe privilege,		5 00		
Telephone,		25		
			10,796 58	
				63,281 71
Balance in hands of State Treasurer,				$42,113 65

METROPOLITAN PARKS TRUST FUND.

Balance Jan. 1, 1903,	$67 60	
Accrued interest,	442 14	
		$509 74
Expended: —		
Neponset River Reservation: —		
Land,		195 00
Balance in hands of State Treasurer,		$314 74

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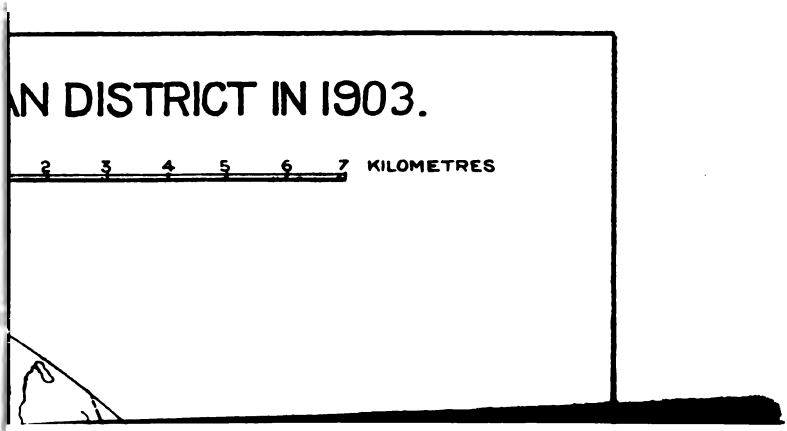

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